DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

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DLRN ONE

IMSA

CANNONBALL

RUN with the BIG DOGS or STAY on the PORCH...

OF AMERICA

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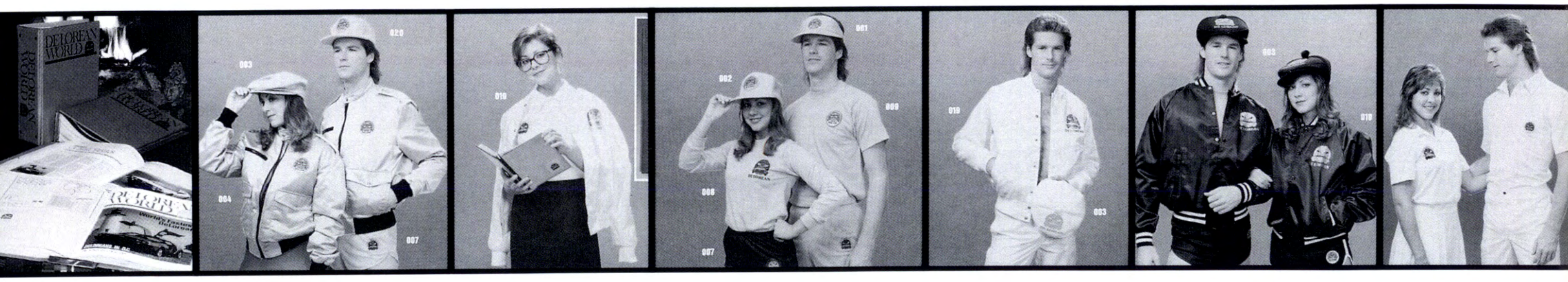

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#016	Black long sleeved sweatshirt; washable w/logo; Sm to XL 18.00
#016SP	Black long sleeved sweatshirt w/logo and Washington D.C. event design; collector's item only 16.00
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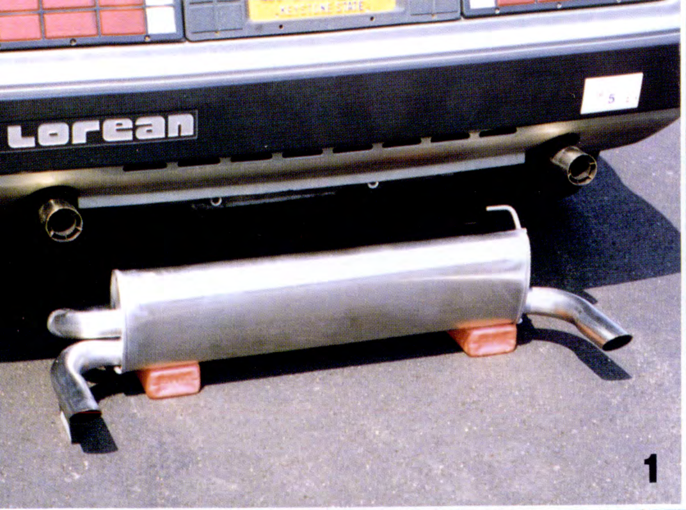
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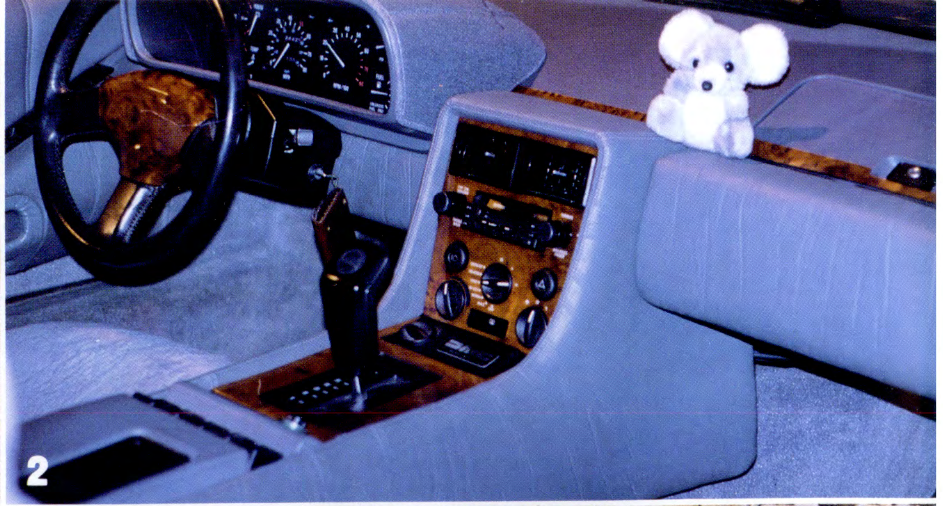
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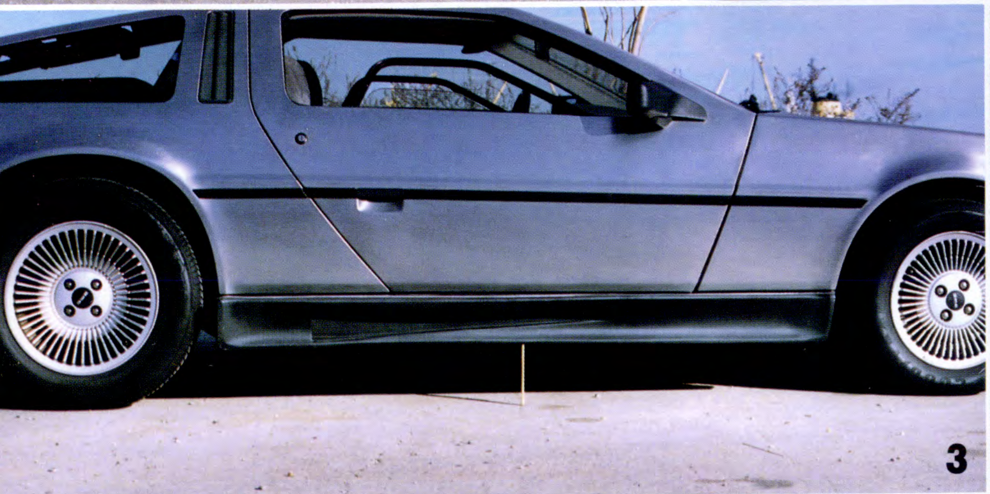
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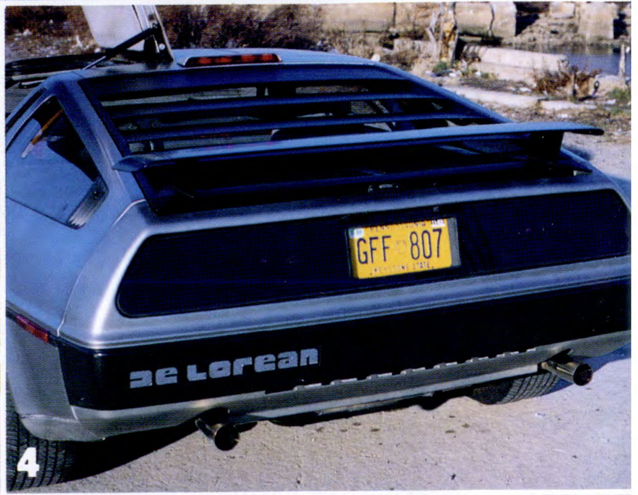
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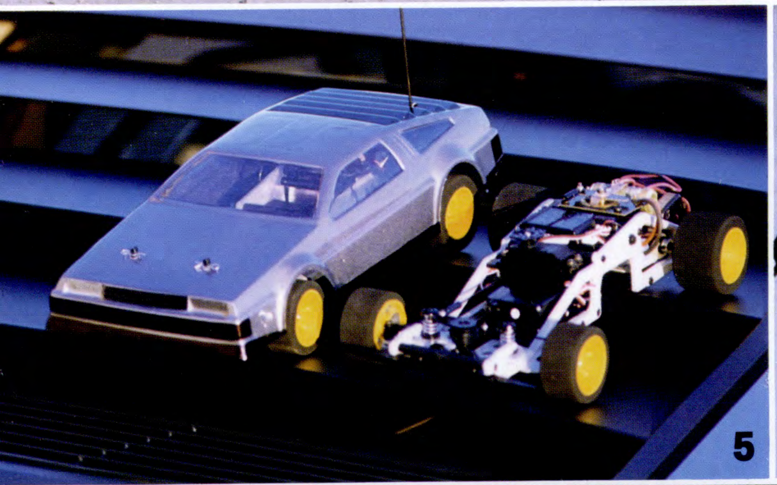
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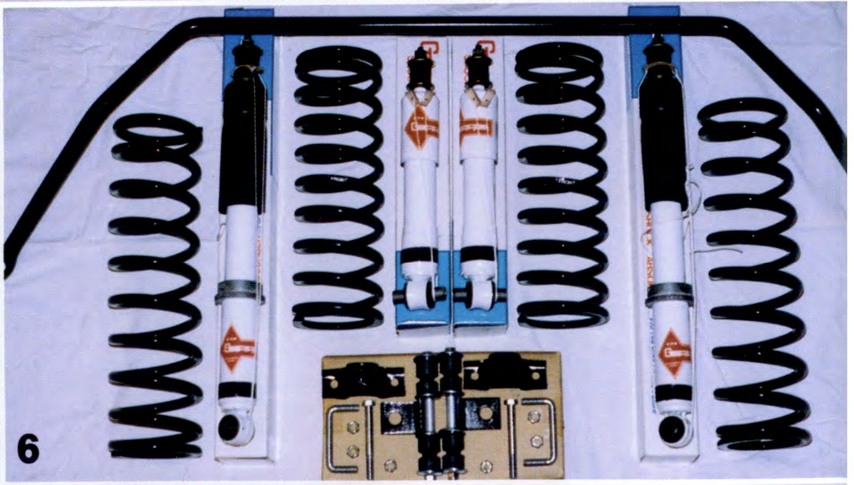
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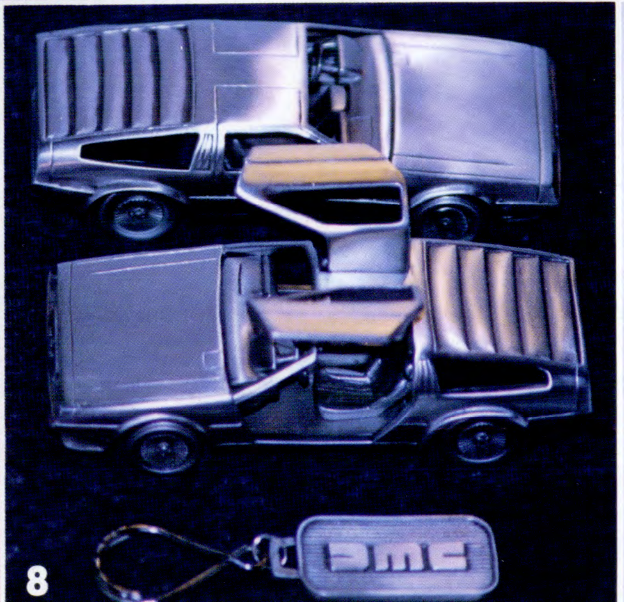
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Converter Bypass Resonator, SS

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Horn Pad Cover w/DMC Logo
Glove Box Lock
Instrument Pad Cloth Cover

#3. AERO-SIDESKIRTS WITH AIR SCOOPS

$525.00 *Lotus Designed!*

Lotus developed these ducted skirts after extensive wind tunnel testing to achieve maximum cooling airflow. The design suits the DeLorean well! Includes 2 flexible air tubes.

Good ground clearance. The ruler in Photo #3 shows 6½" of clearance under the skirt. (And this car has been lowered with our Euro springs.)

Quarter-panel Extensions

#4. AERODYNAMIC REAR WING

$245.50 *A Tail for Your Gull!*

Finally, a rear wing that doesn't block your view out the back! We've designed the wing stanchions to put the thin wing exactly in line with one of the slats on the rear louver.

Light weight, quality aluminum and fiberglass construction. Painted. Size - 1" x 6" x 52"; 7 lbs.

Tail light blackout Panel
Eye-level brake light
Stainless DeLorean letters
Stainless "DMC" for door sills

#5. RADIO CONTROLLED MODEL

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The 1/12th scale car is over 14" long. Easy to assemble kit includes a twin-stick radio, detailed clear DMC body and motorized chassis.

Body, Motor and Chassis
Clear Lexan DeLorean Body

#6a. EURO-SPEC SPRINGS

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Gain all these benefits: a lower nose, improved handling, easier steering and a smoother ride. More supple riding.
(Lowered car in Photo #3.)

#6b. REAR ANTI-ROLL BAR

Makes a Difference!

The DeLorean didn't come with a rear bar. Automotive magazine test drivers criticized it for front end plowing on turns, sluggish turn-in response, and rear-end body roll. We fixed it!

The manufacturer of our anti-sway bar handling kit happens to own a DeLorean. Can't do better than that. This handling kit works! Improves both stock or lowered suspensions.

#6c. KYB GAS-AJUST SHOCK ABSORBERS

Lifetime Warranty!

Stock Girling shocks are no longer in production. So we asked KYB to dissect the stockers and make new high-performance gas shocks to fit.

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$69.00 *Show Your Colors!*

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#8. PEWTER CAR WITH THE DOORS UP

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Doors Down Pewter Car
Bookends (both cars)
Pewter Key Chain "DMC"

#9 HISTORIC MARQUE TECHNICAL POSTER

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Don't Torch Them!

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LOWER FRONT SPRINGS (Not Shown)

Make It Look Right!

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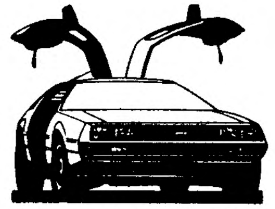

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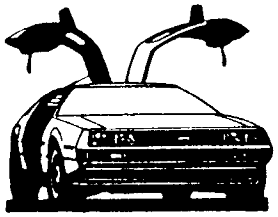

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	TAIL LIGHT & LICENSE PLATE BLACKOUTS	145.00	
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	DASH COVER (Gray or Black)	39.50	
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	SHEEP SKIN SEAT COVERS - Custom fit	399.00	
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		INSTRUMENT POD CLOTH COVER	30.00
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#3.		AERO-SIDESKIRTS WITH AIR SCOOPS	$499.50
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— SPECIALS —

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DELOREAN WORLD

Volume 7, Number 3

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CONTENTS

SPECIAL FEATURE

RUN WITH THE BIG DOGS 18
DeLorean for Distance

REGIONAL NEWS

AND THEY'RE OFF 13
Chapter 2's First Group Run

TECH NOTES

MAJOR MAINTENANCE 31
If it works, Sometimes You Should Fix it

Editor's Note 8
President's Message 10
Treasurer's Report 9

Regional News

Calendar of Events 11
Getting Active Part II 12
Eastern Regional Run One 13
Chapter Reports 17

Tech Notes

Torquing Trailing Arms 30
Advertiser Index 38
Classifieds 38

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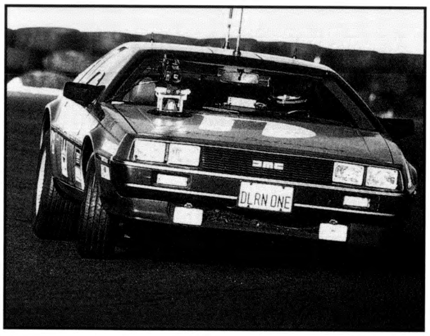
September 26-29, 1991
Las Vegas, Nevada



On the Cover
(See page 18)
Into the corner at 90 mph,
Atlanta International Raceway.
Photo courtesy of DeLorean One.
Car driven by Ed Bernstein....

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EDITOR'S NOTE

BY KAY MYHRE

Team DeLorean is giving the automotive community a little different perspective on the DeLorean automobile, in addition to an updated focus on how well it can perform. With an opportunity to collectively create a competition history, Team DeLorean successfully demonstrates persistence and the cross country endurance of our cars.

Brock Yates, founder of "Cannonball Run" and organizer of "One Lap of America", presents awards at the final race destination - the "One Lap of America" hospitality tent inside the pit area of the Long Beach Grand Prix. We have the opportunity to talk with Mr. Yates and his associates, as well as several participating driving teams and journalists.

One theme prevails. I think Earl Nightingale says it best: "We are happiest when we are doing things for others, when we are busiest, and after we have accomplished something worthwhile." "We'll be busily engaged in something that demands our full attention and best talents and suddenly discover, during a pause in the work, that several hours have passed in which we've been completely unaware of the passage of time and our surroundings. And if we think about it, we'll realize that we are living close to the peak during that time and that we were in a very high order of happiness." Team DeLorean, 33 other teams, and "One Lap" officials accomplish all three goals in eight intensive days.

"...passionate about driving."

Editor of DELOREAN WORLD talking to Peter Bone, 'ONE LAP OF AMERICA' Rallye Coordinator.

Sheer spirited strength propels 34 teams to provide a tremendous impact on public awareness of fine automobile durability. But of special importance, there is something warm and friendly about hospitalized children getting to experience the excitement of Cannonball race cars. The Back to the Future car endears itself to the children. The children endear themselves to Team DeLorean. Team DeLorean is passionate about driving. With the magical ingredient of perseverance, checkpoints are found, hospitals are visited, race tracks are challenged, and mountains are climbed. But could they settle back and look at the view? -- Not for long.

They climb Pike's Peak to the famous view which inspired Katherine Lee Bates, a Wellesley College professor, to write "America the Beautiful" in 1893. In 1990, while driving the spectacular winding icy roads, Pike's Peak once again becomes a powerful symbol of the rugged West. Serious concerns face the drivers -- to the limit. One driver commented to me, "Sometimes when you are driving, you are concentrating and working so hard, you can't step outside yourself and enjoy it." But afterwards the general consensus is, "You feel such a sense of accomplishment."

The DeLorean is not only a star car; it is a car with character, ability, and proven endurance. Thanks to Team DeLorean for their belief and vision to "Run With The Big Dogs". Thanks for the risk takers.

Kay Myhre

BROCK YATES

organizer and originator of
ONE LAP OF AMERICA

One of the best-known, most respected and controversial automotive journalists in the world, Brock Yates, has achieved recognition in the fields of magazine writing, books, screenwriting and television commentary.

He is presently an Editor-at-large and featured columnist for "Car and Driver" magazine and the publisher of the "Cannonball Express", a weekly newsletter on motorsports and the industry.

He is currently a co-host of the award-winning series, "The American Sports Cavalcade" on the Nashville Cable Network, and hosted his own show: "The Great Drivers" on the same network. He wrote the screenplays for "The Cannonball Run" and "Smokey and the Bandit II", both starring Burt Reynolds.

He is the originator of the famed "Cannonball Sea-To-Shining-Sea Memorial Trophy Dashes" and the more recent: *"One Lap of America".*

His books include: "The Decline and Fall of the American Automobile", 1983; "Dead in the Water" (a novel), 1976; and "Sunday Driver", 1972 which concerned his racing experiences.

Yates is a former winner of the Ken Purdy Award for Automotive Journalism and a winner of the Playboy Magazine award for editorial excellence. He has written extensively for "Playboy", "Sports Illustrated" and other leading magazines.

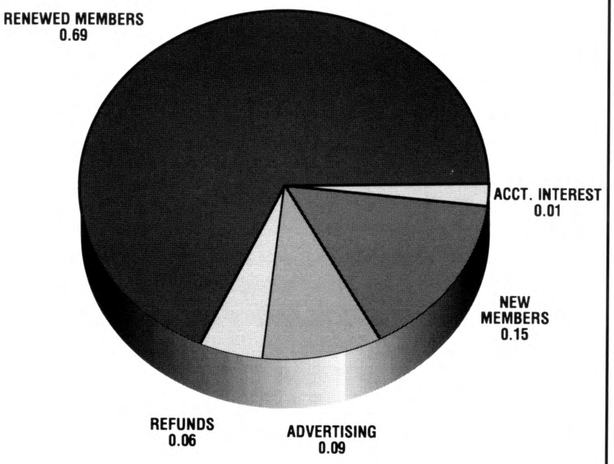
He is married to Pamela Yates and has three children by a previous marriage. They make their home in the tiny upstate New York village of Wyoming.

He recently completed two screenplays for noted director John Frankenheimer and in 1990 will finish a major biography of legendary car-builder Enzo Ferrari to be published in America, Great Britain, and Germany by Doubleday. He is also an active commentator on automotive industry matters and has appeared on a number of major television talk shows, including "Today", "CBS Morning News" and "This Week with David Brinkley."

TREASURER'S REPORT

BY JOAN TRUSCOTT

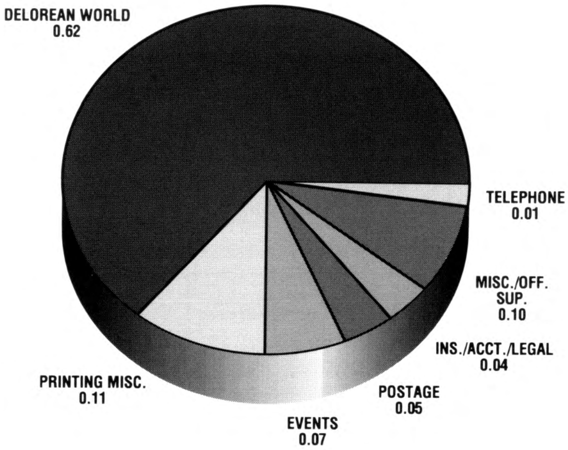
DeLorean Owners Association
1990 Income
(First 6 Months)



1990 Income
(First 6 Months)

Renewed Members	$ 33,428.00	69%
Refunds	3,000.00	6%
Advertising	4,861.00	9%
New Members	7,182.00	15%
Account Interest	255.00	1%
TOTALS	$ 48,726.00	100%

DeLorean Owners Association
1990 Expense
(First 6 Months)



1990 Expense
(First 6 Months)

DeLorean World	$ 27,231.00	62%
Printing Misc.	4,790.00	11%
Events	2,904.00	7%
Postage	1,830.00	5%
Ins. Acct/Legal	1,571.00	4%
Misc./Off. supp.	4,705.00	10%
Telephone	524.00	1%
TOTALS	$ 43,555.00	100%

Technical Correspondence may be directed to

Jon Spurlin
Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

Membership Communication may be directed to

David Knudson
Member
Communication Director
1149 Arcadia Avenue #3
Arcadia, CA 91007

Your favorite DeLorean photo may be in DeLorean World

(4x5 Transparencies for the cover)
(Transparencies, standard color or black and white for the interior)
Send to:
DeLorean World
Kay Myhre
P.O. Box 1116
Sun Valley, CA 91353-1116

Editorial Contributions should be sent to DeLorean World, P.O. Box 1116, Sun Valley, CA 91353-1116. Submissions are subject to review and the author should retain a copy. Photographs should be color or black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

Change of Address: Eight weeks' notice is required for change of address. Please send new address and old address with imprint from recent issue to: DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.

Subscriptions: DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting John Truscott, 879 Randolph Road, Santa Barbara, CA 93111. (805) 964-5296.

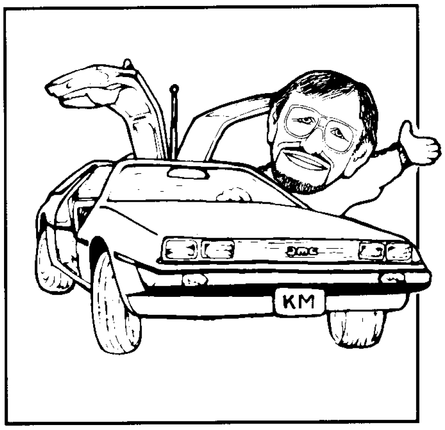
PRESIDENT'S MESSAGE

BY KJELL MYHRE

Whether or not you thought of yourself as a sophisticated classic automobile collector when you bought your DeLorean, you will be if you hang onto your acquisition for another five to ten years. A corollary to this statement is that you may not think of yourself as a gambler, but nevertheless, you really are, having put down your hard earned cash to bet on the DeLorean for a range of personal reasons. Between now and the end of the year, there is a competition to determine who will collect the first prize in the ongoing membership contest.

If you are a frequent visitor to Las Vegas as a serious gambler, or you just like the glitter of the year-round extravaganza, why not take a chance on winning an EXPO '91 package by convincing a DeLorean friend or two or three to join the Association. It will bring you added excitement knowing that you have introduced to them the benefits and longstanding relationship that you have acquired as a member of an exclusively unique automobile owners association, namely the DeLorean Owners Association.

Throughout the Association's history, you have read contributions from experts professionally engaged in the auto industry such as Bruce Benson. Should you have a serious inquiry about your automobile, he is a resource with excellent ideas regarding ownership and maintenance of your DeLorean. In my contacts with him, I have been impressed and enriched. John Truscott, our Membership Director, is also very qualified and informative as are other individuals, too many to mention herein. So it is up to you to provide the opportunity and lead the way to membership which has benefited so many serious DeLorean owners and collectors. The DeLorean Owners Association offers you an entirely new way of life. You're not alone with your unique car.



Earlier this year, Kay, the DeLorean World Editor, and I had the distinct pleasure of talking with drivers, officials, and automotive journalists in connection with the "One Lap of America" race which started and finished in Long Beach. The finish coincided with the long-standing tradition of the Long Beach Grand Prix. Unexpectedly, on the morning of the Grand Prix race, a number of DeLorean Owners Association members of the self-appointed committee to welcome the finishers of "One Lap", just followed the leader driving the race circuit to the official parking area which was a unique experience in itself. Just prior to the race, we could see and hear the excitement and cheers of the thousands of spectators already in the bleachers. For us, it was a race revisited.

Of the many racing aficionadoes, we had a brief conversation with Satch Carlson, former writer for "Autoweek" magazine, and currently writing for "Writers Speed Age" magazine. He is also a first time member of one of the driving teams in the "One Lap of America" race. He commented, "One Lap of America is a human challenge of overcoming adversity. While everyone is sort of serious, everyone comes into it with the idea of having the fun of a shared adventure. I didn't expect to have nearly as much fun as I did. It's the sort of thing that catches one's imagination because everyone in America wants to hit the road. This is a 'Walter Mitty' sort of adventure, a literary reference to someone who is shy, but in his own mind a real hero. He knows he could have done that."

While talking with West Coast Editor of "Grassroots Motorsports" magazine and professional race car driver John Pentelei-Molnar Jr., he indicated he had some personal feelings about the "psychology and physiology of race car driving", which is summarized as "90% driver and 10% car. Cars do not make up for bad driving." Whether or not this applies to the DeLorean drivers is not certain, as I personally think this is a 50/50 proposition since no one thought of the DeLorean as a candidate for this race until Ed and Stephen came along.

At this time, the anticipation of the tenth anniversary Association bash in Las Vegas next year is starting to build. For many of you, it will be a pleasant reunion after very successful previous events in the city of around-the-clock glitter. This event, however, promises to top 'em all. For those of you who haven't participated before, we invite you to see for yourself all the fun you have read about at previous events.

It is no news that nothing stays the same, as changes do occur whether we notice them or not. We have been alerted to inevitable changes in the value of the automobile, and concurrently there will be changes in the benefits of ownership. I am referring to the limited edition of the automobile and also the limited number of published issues of DeLorean World. A word to the wise, if you have not acquired your full set of issues at the current price, a reasonable expectation is they will go up in the future. I have overheard owners who intended to secure for themselves past issues, only to find the prices had gone up.

We all know there are only about 50 Tuckers in existence today, now at a price far in excess of what they were ten years ago. To my knowledge, whether or not there is a club in connection with the car, or a publication, the fact is the DeLorean and DeLorean World are collector's items par excellence. In all the years that I've lived in the sports car capital of the world, I have never seen a Tucker on the road, but I have seen a number of DeLoreans. I have seen DeLoreans on exhibit in auto museums as well. Now, in addition to this, the DeLorean has just completed a grueling race cross country and back, finishing the race among the "Big Dogs", underscoring the spirit of adventure among members in our Association.What lies in the decade ahead? I don't know. If I were a prophet, I would tell you. You, the membership alone, hold the key to this question. Allow your imagination to direct you. Let us know about your adventures and share with us your contributions to the world of motoring excitement.

Area Regional Chapter Calendar of Events for 1990-91

Past – Present – Future

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Lloyd Teran, Coordinator (508) 653-1720

May 5-6	DeLorean Car Care Clinic by Rob Grady – Northboro, MA
May 18-20	Eastern Regional Run One – Fernwood Resort, Buskill, PA
June 17	Car Festival in Portsmouth, RI
Sept.16	Annual Antique Auto Show and Band Concert Cap Cod, MA.
Nov. 2-4	Newport, Rhode Island
Dec. 2	Annual Dinner or Brunch

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers ,Coordinator (516) 491-1248

Apr. 27-29	Weekend -Friartuck Inn, Catskill, N.Y.
May 20	The Sport Car Club of America, Planting Fields Arboretum, Oyster Bay, N.Y.
Aug. 4	Hot Air Balloon Show in New Jersey
Aug. 18	Picnic at Eisenhower Park, East Meadow, N.Y.
Sept.	Labor Day Weekend, Limerock, CN
Sept. 15	Rallye to Montauk and Baregue
Oct. 12, 13, 14	Southern Jubilee, Houston, TX
Nov. 3	Rallye to West Point and the Brotherhood Winery
Oct. 8	Holiday Party

AREA REGIONAL CHAPTER 12

Southern California
Dev Michael, Coordinator (714) 546-2934

Nov. 30-Dec. 2	Scandinavian Holiday, Holiday Inn Resort and Conference Center, Solvang/Buellton, CA Sponsored by Southwest Region

AREA REGIONAL CHAPTER 9

Southeast Texas
Harold McElraft, Coordinator (713) 993-4260

Apr. 14	Galveston Easter Parade
May 1	Regular Meeting, DeLorean One
May 20	Picnic, Brazos Bend State Park
June	Back To The Future III
July 10	Regular Meeting, DeLorean One
Oct. 12-14	The Main Event - Southern Jubilee, Wyndham Warwick Hotel

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator (312) 397-0322

Apr. 22	Sunday Brunch, Libertyville
May 19	Tech Seminar, Union Grove High School
June 23-24	Weekend car convoy to Galena
July 21	Tech Seminar, Union Grove High School
Sept. 15	Tech Seminar, Union Grove High School
Oct.21	Brunch and Photo Session

AREA REGIONAL CHAPTER 17

Central California
Dean Kimball, Coordinator (415) 944-4982

June 8-10	Hyatt Lake Tahoe Event, Incline Village, NV.
July	Concours d'Elegance, Lafayette, CA.

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator (612) 429-6912

May 28	Memorial Day Gathering
Early Summer	Tech Session,
Mid Summer	Duluth, North Shore Minnesota Weekend Tour

AREA REGIONAL CHAPTER 5

Georgia
Thomas Long, Coordinator (404) 449-1968

Apr. 7	Azalea Tour, Buckhead Region of Atlanta; Dinner, Buckhead Restaurant
May 12	Picnic, Heninger's Home, Gainesville, GA
June 16-17	Overnight Trip Through the North Carolina Mountains & Villages
July 28	Scenic Trip on The New Georgia Railroad, Stone Mountain Dinner Train
Aug. 18	Tech Session - Joe LoRé
Sept. 15	Callaway Gardens - Pine Mountain, GA
Oct. 19-21	Myrtle Beach - Brookwood Garden of Sculptures, SC
Nov. 17	Surprise Package
Dec. 14	Dinner Dance & Christmas Party at the Atlanta Athletic Club

AREA REGIONAL CHAPTER 35

Stoney Point, New York (914) 429-0121
Gail Geraldi, Coordinator

Spring, 1990	Tech Seminar (dates to be announced)
	Road Rallye
	Polo Match
May 18-20	Eastern Regional Run One, Fernwood Resort, Bushkill, PA
	Picnic
Labor Day	Lime Rock Fall Festival

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator (216) 734-6664

June 22-24	Vintage Sports Car Race at Mid-Ohio. Great time to see Cobras, McClarens, Shadows, etc.
August 4	Picnic

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator (215) 789-4326

May 18-20	First Annual Eastern Regional Run, Fernwood Resort and Country Club
June 10	Third Annual DeLorean Owners Association Crab Feast with Chapter 10 in McLean, VA
July	Tech/Social, Klimes' cottage with lunch at Shaeffer's Canal House, Chesapeake City, MD
Aug.	New Hope Auto Show
Sept.	Duryea Days Classic Car Show & Flea Market, Boyertown, PA. Exhibit your DeLorean
Oct.	Fall Safety Check at Vetter's home in Dover, DE. Tour of Dover Air Force Base with the General.
Dec.	Tour the historical mansions of Fairmount Park, Philadelphia; Brunch-Horticultural Center.

GETTING ACTIVE

Part II

BY GUY AVELLON,
Chapter 23 Coordinator

We thank those of you who have already sent us your vote of confidence. I'm sure there are others who were wondering if that was the first and last letter you would receive. From the comments we've read, many of you are anxious to get this going. The idea of a close Area Regional Chapter has appeal for a one-tankful weekend getaway.

> ***"Oh, yes, road racers do it in the rain too!"***

The vintage sports car race at Mid-Ohio has piqued interests. The folks at Mid-Ohio were gracious in extending an invitation to attend an Italian Festival dinner Saturday after the races.

The races were June 23 and 24, with a Concours d'Elegance for Austin Healeys on Saturday. Mid-Ohio is a wooded 2.4 mile road course with hills and pleasant shade trees. This is not Indy, so you're not confined to bleachers. You are free to roam the entire track to take photos.

The cars run in grouped classes for 20 to 40 minute races. This is so the Cobras can run down the 'Vettes without stepping on a Bug-Eyed Sprite. Closed wheel cars run separately from open wheel (formula) cars. OK, by now you can tell I'm a race buff too. I use to have a competition license and raced Formula SCCA cars and Mid-Ohio was one of my favorite tracks. This was the first vintage race I've attended, but I've read favorable articles about them, and John Stiefel says they are a lot of fun as he has been to several. So, for those of you who like old cars, this is like an out-door museum. Oh yes, road racers do it in the rain too!

I realize some of you may not care for racing, but this was an event in a central location which we would lock a date onto and give us some planning room until we could get better organized. In July and August we had more formal events planned. Our state lodges have excellent facilities for meeting rooms, guest rooms and dining all in a natural setting for a romantic walk with your favorite co-pilot; there's also tennis, swimming, golf and canoes. Some members have parts and services for sale and can tell us about those during the meetings. Our Technical Advisor is David Bauerle of Radnor, who can provide us all with many maintenance tips.

As I stated in my first letter, I would like to see a Chapter News Letter. I'm not familiar with all printing options. I have belonged to several car clubs several years ago. They used the old mimeograph machine and sent their correspondence out third class to save postage. There must be a better way with today's technology. We need a "Champion" to help (big heart, too). Anyone who has a computer who can help with mailing lists and printed labels would also be appreciated.

A name for our Chapter would lend a distinctive touch. One such suggestion was the Ohio Valley Region. We also need a logo we could use for letterheads, membership cards, shirts, jackets, etc. Any of you who are creative and/or artistic; send us your drawing or idea. Send us your ideas and comments also.

Each journey begins with a small step. This is the second step and soon will be the third. We are on our way. With your help, we may have a smoother journey. It's not too late, remember, this is your organization too. See you soon.

THE TENSION IS BUILDING!

BY DAVID KNUDSON

You're ripping along the interstate at well over the speed limit. You look in your rearview mirror. A black speck in the distance is rapidly materializing into a car. You let your speedometer drop to 55. You hear shouting and look up. Beside you is another DeLorean. The driver is waving frantically. You pull over.

"Are you a member of the Association?," the driver yells. You yell back, "Yes!" He pushes his accelerator to the floor and he's gone.

It appears members all over the country are doing whatever they can to track down non-members and for good reason. The stakes are high. Here's why:

FIRST PRIZE :

For the member who brings in the most new members, an all expense paid package at the DeLorean Expo '91 in Las Vegas (excluding transportation) for two people, including lodging at the Tropicana Resort , all Association events and Association sponsored meals plus two matching silver, Official Association jackets.(Value at over $500.)

SECOND PRIZE :

For the member who brings in the second highest number of members, a complete DeLorean World Library including binders (value over $300).

The First Annual

EASTERN REGIONAL RUN ONE

BY CHARLIE AND GAIL GERALDI

May 18-20, 1990, saw the first annual "Eastern Regional Run" hosted by Chapter 2 at the Fernwood Resort in the beautiful Pocono Mountains of Pennsylvania. Chapters 22 and 35 participated in this fun-filled weekend. Over 20 DeLoreans were there to show off their beauty.

The opening of this weekend was a social gathering held in the hospitality suite by Chapter 2. T-shirts for the ERR-1 were given out, stories were swapped about our Stainless Steel beauties, and new acquaintances were made. We all then retired to the resort's lounge for some "good ole" music and dancing.

With a hearty breakfast and some rallye instructions from Ron Finelli and Mike Barnes (two very crazy people), we headed off through the Pocono Mountains to find obscure little items on the checklist they had provided. By the way, what is the color of Mrs. B's antenna? After a four hour ride (and to some it seemed an eternity), we arrived back at Bushkill Falls for a picnic lunch.

That evening was a group dinner followed by a band and a comedian. Some of the real party people did not want the day to end, so they went roller skating, played miniature golf and video games. Then there were some of us using a remote controlled hovercraft to scare off all those people on the skating rink. Boy, we all did have a great time!

On Sunday morning, we all posed for a group photo (all except Ron - we still do not know where he was) with the "Big D".

We then went to the awards breakfast where the rallye winner was announced and the first Gullwing awards were presented by Aldo Buono of Chapter 2.

After some long goodbyes and marking our calendars for the Second Annual Eastern Regional Run to be hosted by Chapter 35 and held on May 17-19, 1991, we all got into our silver machines and journeyed back to our homes.

Job well done, Chapter 2, and thanks to Ron, Aldo and Mike.

TENSION ***(continued)***

THIRD PRIZE :

For the member who brings in the third highest number of members, an official silver Association jacket (value over $60).

FOURTH PRIZE:

For the member who brings in the fourth highest number of new members, free membership for one year (value of $45).

SINGLE MEMBER PRIZES :

For members who bring in less new members than the first four places, for every new member you bring in, up to four, you get $10 off your upcoming dues for a total of up to $40 off .

How it works: First, Second, Third and Fourth prizes will be awarded to those four members who have brought in the most NEW members consecutively (new members means only people who have NEVER been members before). If there is a tie, or no one brings in more than four members, winners will be drawn by an independent person. National Board Members are not eligible to win prizes. Standings for each participant will be published in DeLorean World. The contest runs through December 31, 1990. Winners will be notified by mail.

How to win: Write your name on the brochure coupons that you have received so that when a recipient sends one to us, we can record it. If you need more brochures, just call the Membership Data Center (805)964-5296, and we'll send them to you.

Start looking for DeLoreans. If you see one on the road, flag him down and give him an Association brochure. If you see one parked, put a brochure under the windshield wiper. Check out service centers that service DeLoreans, there may be some non-members there.

Have fun and best of luck.

“Bargain” parts can add excitement to your life!

Everybody wants to save money. But “bargains” can be deceiving.

Discounted DeLorean parts are a good example. They’ve been entering the marketplace now for about a year. Unfortunately, many of them are poor quality.

They’ve become available because individuals, companies and dealers have stored them hoping to make high profits when they became difficult to get. To their dismay, many of these parts have deteriorated over the years from improper storage. Now they simply want to get rid of them.

As a supporter of DeLorean owners for many years, we don’t like to see this happening. But, all we can do is warn you about it.

The only way to know you’re getting the best price on a quality part is to buy it from a quality firm.

That’s why DeLorean One has become the largest DeLorean parts and service company in the country.

- All DeLorean parts and accessories shipped anywhere
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Our out-of-the-state, 24 hour,
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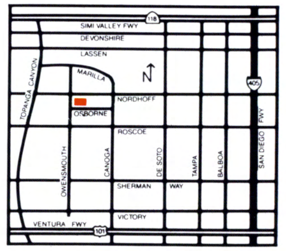
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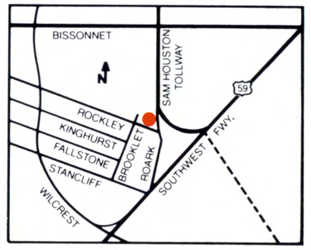
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DELOREAN ONE

INGEBORG'S
ROYAL COPENHAGEN SHOP

THIS YEAR HAVE A SCANDINAVIAN HOLIDAY!

Join the fun as Chapter 12 hosts a gala holiday celebration in the picturesque Scandinavian village of Solvang, California.

Every year Solvang, nestled in the beautiful Santa Inez Valley, comes alive with thousands of twinkling lights and the shops all but burst with the finest gifts from the Scandinavian countries.

We're planning a lot of other surprises, too. So mark your calendar now. If you live in California, you'll receive an invitation. If you live in another state and would like to attend, we'll send you one if you call Mary Lou Knudson at (818) 446-0650.

NOVEMBER 30TH – DECEMBER 2ND, 1990

CHAPTER TWELVE'S

SCANDINAVIAN HOLIDAY

DELOREAN OWNERS ASSOCIATION

Area Regional Chapter 35

By Gail Geraldi, Coordinator

May 12, 1990 saw the weekend opening of Paulie's at the Haverstraw Marina, NY, located on the beautiful Hudson River. Chapter 35 was invited by Paulie to display their DeLoreans with other classic cars such as a Model T, Lincoln, Excalibur and Corvettes. The main attraction, of course were the 5 spotless stainless steel DeLoreans. The spotless did not last for long because everyone had to touch one. I guess a DeLorean is like the Blarney Stone - one touch and you never stop talking about it.

May 18-20, 1990 - The first Eastern Regional Run One (see article). On Sunday we all posed around a (guess what?) DeLorean for the group photo followed by an awards breakfast where Chapter 35's own Brian Graifman was declared the Rallye winner, and Chapter 35 received the Gullwing Award for having the most people in attendance. (What can we say - we are just party people.) This event saw the creation of the first (as far as we know) DeLorean Chapter song, written for Chapter 35 by our PR Director, Brian Graifman and his date Lori.

Chapter 35 was voted to host the Second Eastern Regional Run scheduled for May 17-19, 1991. Mark your calendars and hold on because "Where we're going, we don't need roads."

May 24, 1990 - Times Square has probably seen a lot of things in its day but never 10 DeLoreans (unfortunately only 5 could be displayed because of city ordinances) in front of the Odeon Cineplex Theatre at 44th Street and Broadway for the opening of "Back to the Future, Part III". At this event were the local stations, The New York Post, Entertainment Tonight, Z100 radio and best of all, "Biff" (Tom Wilson) was there. The center of attraction was not the fact that the trilogy of BTTF movies were being shown, but you were all treated like royalty having the Star Car, as one admirer said, "...not only will I see all three of the movies, but the CAR is here...this makes the all day wait worth it." With our Back to Back to Back to the Future shirts, buttons, popcorn and soda, we settled in to see our favorite movies and its conclusion. By the way, does anybody know who that man was picking up the DeLorean parts after it was smashed by the train? My guess was it was Ed Bernstein (only kidding), but I could really use some of those parts.

Well that is all - Chapter 35's May Odyssey is over for now but we had a hot air balloon fest and a clam bake in August, the Lime Rock Vintage Car Fall Festival in September and more to come.

Area Regional Chapter 2

By Aldo Buono

The kickoff and the highlight of Chapter 2's schedule of events for the spring of 1990 was the Eastern Regional Run One. Chapter 2 hosted this meet in Bushkill, PA.

The first day of the meet, Friday, May 18, was cloudy, rainy and a bit on the cool side. But this was travel day, so the eighteen DeLoreans arrived a bit dirty. Nothing that a quick wipe down could not correct. After dinner, the owners and guests gathered in the hospitality suite to greet old friends, meet new members, and purchase products from Chapters 22, 35 and DeLorean Gold.

Following the social, members were off to dancing and the comedy show or to bed in preparation for a fun day of events on Saturday. Luck was with us, and Saturday turned out to be a beautiful, sunny day in the Poconos.

Ron Finelli and Michael Barnes arrived a day early to plan and run the rallye. It took the members on a tour of the scenic areas and ended at Bushkill Falls. But this rallye had a challenging twist to it. In addition to directions, each participant had a group of questions, the answers to which were found as you drove along the route. The questions, however, were not in the order that you encountered the answers. "Challenging" turned out to be a euphemism for "mindboggling." Nevertheless, the troops rose to the occasion. More on the results below.

A few hours later (less for some and more for others!!!), the members gathered at Bushkill Falls for a picnic and war stories of the rallye. The stories continued well into the evening at dinner, and the membership meeting and social in the hospitality suite. The next Regional Run Two date is set for May 17-19, 1991. Keep in touch with your Coordinators for upcoming details.

Saturday night ended with some members taking advantage of the indoor athletic facilities at Fernwood, and others viewing a video of the rallye start in the hospitality suite. The Run events closed Sunday morning with a breakfast announcement of the rallye winner. Of a possible 132 total points, four teams achieved a score or 125. The tie-breaker was mileage, and Brian Graifman from Chapter 35 was the winner of the stay at an Atlantic City Casino. Aldo Buono then presented four "Blue Seagull" awards. The first award went to Chapter 35 for its outstanding member turnout. The second went to Lorraine and Heinrich for their generous donation of the rallye prize; the third went to Ron Finelli for his endless humour and tireless assistance to the Run Coordinator; the last award went to Michael Barnes for his work as Run Coordinator and his generous technical assistance to the members of Chapter 2.

The next event for Chapter 2 was the very next day. On Monday evening, May 21, a local radio station in Philadelphia, PA sponsored a Preview screening of Back to the Future, III. Our Chapter participated with six DeLoreans parked in front of the theatre. Thanks to Michael for organizing all of our local Back to the Future events.

Yet one more BTTF event in June. Our Chapter exhibited their DeLoreans at the opening of a video store in Hamilton Square, NJ on June 9. Kids and grown-ups alike, delighted in seeing and sitting in the DeLoreans. Each owner received a complimentary copy of BTTF I and II along with posters.

CANNONBALL

RUN with the BIG DOGS or STAY on the PORCH...

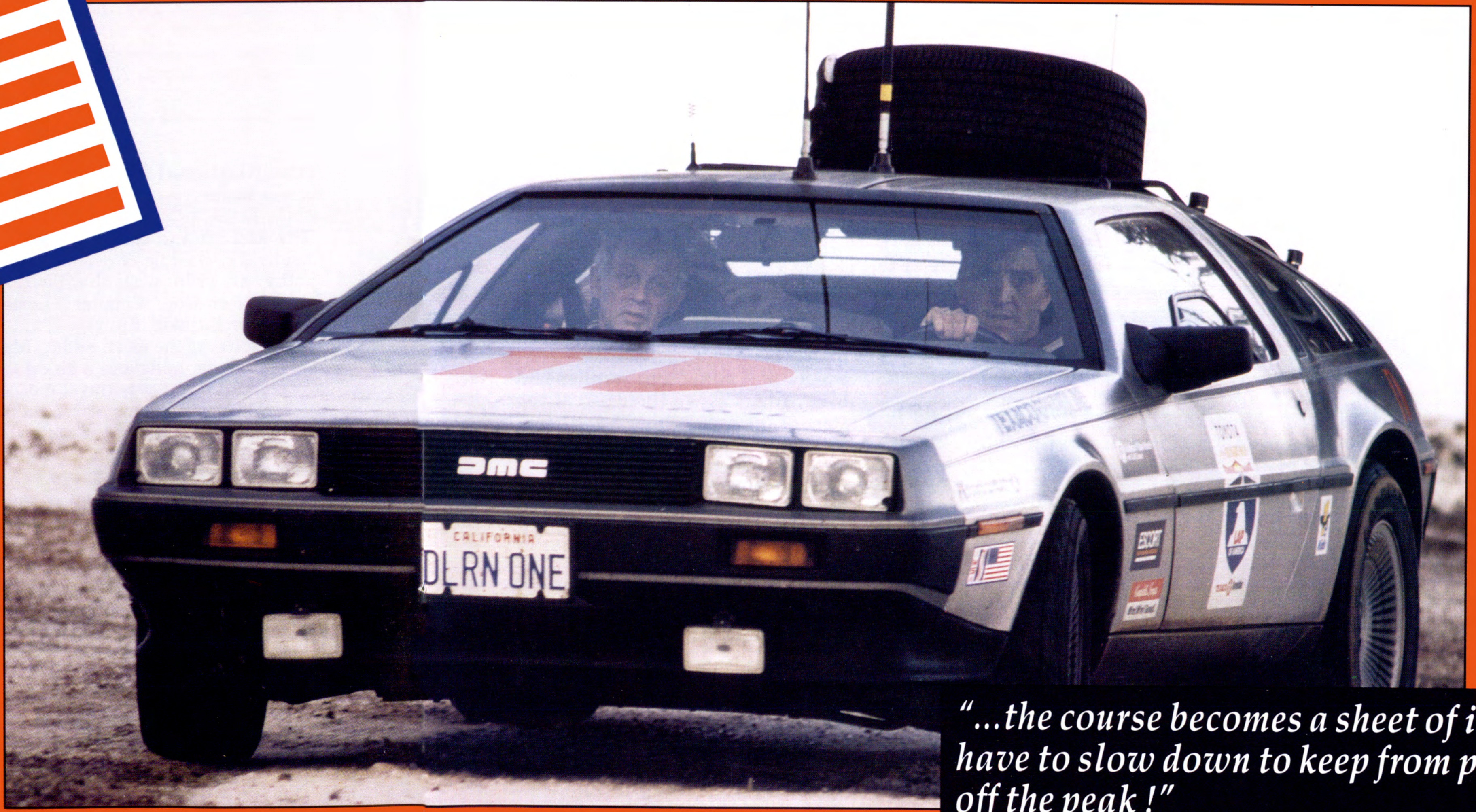
LAP OF AMERICA

IMSA

BY ED BERNSTEIN

"Proving to the world that the DeLorean automobile is more than a weekend fun car or a non-driving museum piece."

CONTINUED ON PAGE 20



Lap of America will be airing on ESPN in the near future.

"...the course becomes a sheet of ice and we have to slow down to keep from plunging off the peak!"

Pikes Peak, Colorado
9,000 ft. level
Stephen Wynne, driver
Ed Bernstein, navigator

(FROM PAGE 19)

"Run with the big dogs or stay on the porch," was the slogan for this year's 8-day, "One Lap of America."

Once a year , adventurous executives and race enthusiasts from all over the country come to Long Beach, California to compete in the longest, most demanding road race in North America.

Stephen Wynne and I are co-owners of DeLorean One in California and Texas. We proclaimed last year in DeLorean World Magazine that we were entering the One Lap of America in 1990. Well, so here we are in a 176 hour race around the United States.

We felt that since DeLorean One is a leader in developing improvements for the DeLorean Motor Car, many of our already proven components could be subjected to an ultimate endurance test.

Formerly known as the "Cannonball Run", Stephen and I also consider "One Lap" a prime opportunity to showcase the quality and durability of our service by exposing a DeLorean One maintained automobile, with well over 140,000 miles on it, to the excessive stresses that would be placed on the DeLorean during the race.

Prior to the drivers' meeting and pre-race cocktail party, a few of the more exotic entries, including our DeLorean, visited the Los Angeles Childrens Hospital to give some of the youngsters suffering from hematological and oncological related diseases a chance to see and sit in one of the "race cars."

The fact that the kids were having a chance to slip away from the reality of their illnesses for awhile added greater satisfaction to our original purpose of proving to the world that the DeLorean automobile was more than a weekend fun car or a non-driving museum piece.

"If we can just roll across the finish line", was our initial premise. (At least, it was mine.) But Stephen had other ideas as we lined-up at the start of the race behind a 1991 (yes 1991) BMW M-5. The M-5, one of the first two imported into the United States, is the world's fastest four door production car. It features a 310 horsepower engine plus modifications to its braking and suspension system designed to achieve even higher performance standards than its production siblings. The BMW Team was comprised of experienced, factory-sponsored professionals with extensive rally and racing experience under their belts. We called them the "Yuppies from Hell."

Saturday, April 14:

We eagerly await the start of our odyssey. So when the starter shouts, "GO!," our adrenalin is pumping as we leave the starting line in Long Beach, our DeLorean glides smoothly down one of the straightaway lanes of the up-coming Grand Prix Race Track. The broken white lines in the road seem to become one as the video camera we mounted on our hood begins to focus automatically.

Stephen settles back to view our start on the TV Monitor we'd set-up to preview our video tapes. This unit was in addition to our mobile telephone, FAX machine, CB radio, 3 phase radar detector, police scanner and Jon Spurlin's "ultimate" rallye clock. Even though we weren't pros, we sure looked like it.

After leaving the Long Beach Grand Prix Course, our first scheduled stop is Sears Point International Raceway, 424 miles away and just northeast of San Francisco. We have 7 1/2 hours to get there and get there we did.

Competing at Sears Point is a unique phenomenon. The wide open race track, with no restrictions, provides Stephen with the opportunity to runour DeLorean flat-out and test its responsiveness.

On the first run, Stephen exposes the car to G-forces you wouldn't normally experience with a DeLorean. He discovers the following: If the vehicle is correctly controlled, the trailing arm bolts, designed by the factory engineers, perform perfectly under highly stressful, aggressive cornering with a minimum of oversteer. However, he also realizes that whipping a DeLorean around a sharp curve in excess of 90mph causes the inertia switch to spasmodically activate and interfere with the operation of the electric fuel pump.

Stephen's second run proves more predictable and when the Sears Point competition is over, we're in 5th place in the 34 car field!

"Not bad for beginners", I think. But, we still have over 7500 miles to go, and this is a bit early to become confident.

The next competition section is an ever-winding, night-time, 93.46 mile drive through the hills of the Sonoma Valley wine country of Northern California. I wish we'd brought some Dramamine.

Fortunately, we have the "ultimate" rallye clock, which Jon

(CONTINUED ON [PAGE 22)

24
SIERRA
RS 500 COSWORTH
ONE LAP OF AMERICA
DUNLOP
BorgWarner Automotive
D133
GOODRIDGE
CONNOISSE
CASIO
Kids

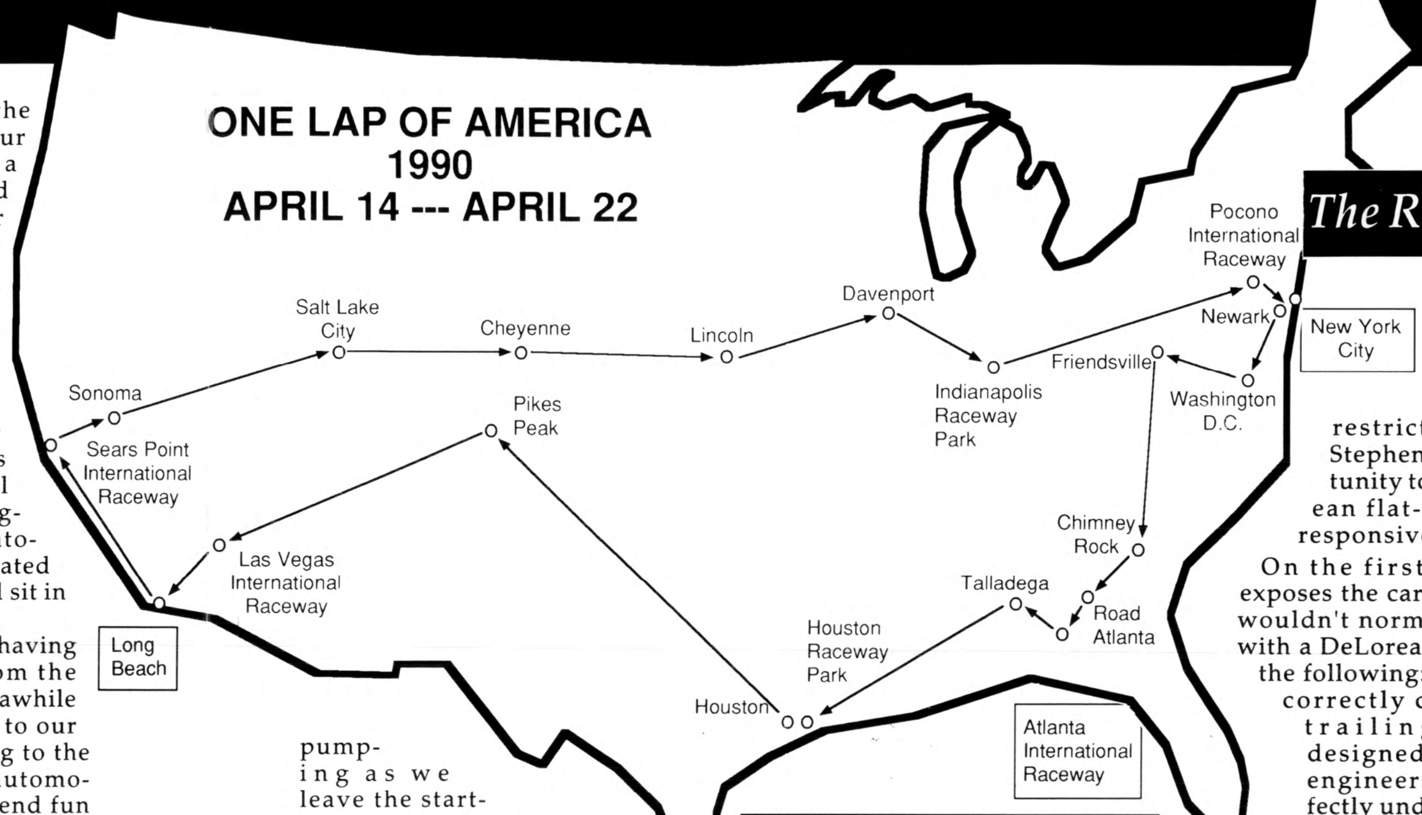
JON SPURLIN

One of the fastest cars in the competition,a Ford Sierra Cosworth with right hand drive, was flown over from England especially for "One Lap..."

They burned up their engine near the halfway point and had a new engine flown over on the Concord with a mechanic to install it so they could finish the race.

Stephen Wynne contacted Jim Zane, a fellow DeLorean Owners Association member in New York, who subsequently contacted his local mechanic to arrange for a service facility (during off hours) for interim repairs on the Cosworth.

The Race Route



Media interveiws before the start: Benihana's Rocky Aoki and Team DeLorean's Ed Bernstein.

"We wanted to take Miss Toyota Grand Prix and the Princess along, but we only had room for the two spare tires."

(FROM PAGE 21)

Spurlin, the 3rd (but not present) member of our team, had developed, and built to keep us right on time throughout the entire race. It is a computer that gives us the ability to enter from 1 to 99 different legs and permits us to count down to 0 on each leg in order to cross each check point exactly on time.

The only problem is our odometer. The speed on the speedometer registers correctly but the mileage indicator proves to have a 4% error factor and it haunts us for the entire 8 days.

We finish the section in 15th place. Our overall position in the race drops to 13th in a field of 34 cars.

It is about 10:30 at night and with the Sonoma Valley section behind us, we're off to Salt Lake City, Utah to have a Polaroid picture of ourselves and the car in front of a bank clock at 11:11am the next day.

Sunday, April 15:

We make it on time to Salt Lake, snap the picture, wait one minute for it to develop and we're off immediately to Cheyenne, Wyoming where there is another bank clock 442 miles away, with only 7 1/2 hours to get there.

Flying through Cheyenne at 6:51 pm, we get a shot of the bank clock and in a flash we zip onward for an additional 439 miles to Lincoln, Nebraska. We have 7 1/2 hours to get there and take yet another photo of a bank clock.

Monday, April 16:

It's 3:20am at Lincoln's clock. We move into position for the shot.

PANIC!! I must have accidently tripped the button on our Polaroid camera because one of the photos is sticking half way out. It discharges the batteries and ruins our package of film. Oh well, accidents happen. Anyway, we have another package so I just pop that in and take our photo. PANIC AGAIN!! The new film pack is defective so we have no way of snapping our required photo at 3:21 in the morning!

From over my shoulder someone asks, "Pardon me, do you have any Grey Poupon?"

"No", I reply. "Do you have any Polaroid Film?"

"But of course", he says, "Let me take your picture."

Hooray for the "Yuppies from Hell"! Dan Starc, the BMW Team navigator snaps our photograph in front of the clock precisely at 3:21am, beginning a terrific friendship that continues through the entire race.

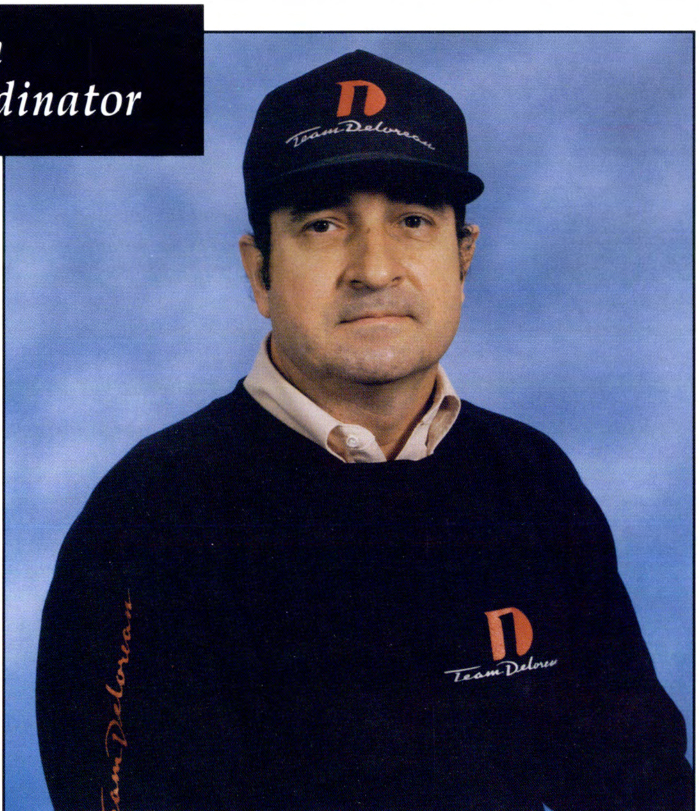
"Are you going to stop and freshen-up?" asks Jeff Gerken from the BMW Team as we prepared to leave for Davenport, Iowa and another photo in front of a clock.

"What do you mean?" I ask, as we pull away from the Lincoln bank. We have a little over 6 hours to go 358 miles, that doesn't leave us a lot of freshening time as I calculate it."

"Don't worry", replies Jeff confidently. "Just follow us and we'll take you right into Davenport!" What Jeff neglected to say was... at what speed!!!

We enter Davenport 45 minutes early and begin looking for a motel.

Team DeLorean Logistics Coordinator



Jon Spurlin, DeLorean Owners Association Technical Director, applied his dual mathematics and electronic engineering degrees from California Polytechnic Institute by manning the home base central control.

Team DeLorean drivers,

Stephen Wynne and Ed Bernstein

DELOREAN ONE
DELOREAN ONE
Stephen Wynne
Ed Bernstein
Team DeLorean
Team DeLorean
Team DeLorean

Sure enough, the Crest motel is dead ahead.

The lady behind the registration desk at the Crest must think we're crazy when Stephen and I burst through the door and ask for 2 rooms. She inquires politely, "Smoking or non-smoking? King-sized bed or two doubles?"

"It doesn't matter", we reply anxiously, "we're only going to be here for a few minutes!"

26 minutes later we give her the keys back and head out the driveway to our "photo opportunity" two blocks away. Next stop, Indianapolis Raceway Park.

Now it is my turn to run our factory original DeLorean against the big, high performance cars on the Indianapolis drag strip.

Our DeLorean, with over 142,500 miles on it by now, performs brilliantly. My 1/4 mile drag race time in a DeLorean with an automatic transmission is 18.145 seconds, with a speed of 77.21mph. This exceeds the DeLorean Motor Company official statistics on a vehicle with a manual transmission by .71mph.

The second competition at Indianapolis is the Autocross which consists of lapping the track and zig-zagging through pylons without knocking them over, hitting the wall or rolling the car. Coming down from the high bank at over 85mph and entering the pylon slalom without hitting the brakes is quite an experience. Not to mention something you wouldn't want to try at home.The final Autocross shows our DeLorean with the same class statistics as the 1988 Consulier LX that had exceeded 106mph in the drag races. (They finished 3rd overall in the entire "One Lap of America" competition.)

> ***"Its low center of gravity and rear engine gives a confident bite into the road as I accelerate into the tight turns."***

Putting Indianapolis behind us, we have 13 hours to get to Pocono Race-

(CONTINUED ON PAGE 27)

"When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •"

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ELEANOR ROGERS

Friar Tuck Inn. Fred Munro, Eleanor Rogers, Linda Modifica, Joe Modifica, Todd DeNardo, Caroline Kempf, Carol Kempf and Henry Kempf.

Area Regional Chapter 36

By Eleanor Rogers

On April 27-29, a group of us drove our DeLoreans up to Friar Tuck Inn in Catskill, New York, for a great time. We visited the Catskill Game Farm,enjoyed Go-Cart racing, and browsed through Woodstock, New York (a very artsy community).

We are looking for a great location to have our Holiday Party this December. So, twelve of us met at Katie Dailie's in Messapequa, New York for dinner and dancing this summer. They have Irish-American bands here, and the music is very lively.

Area Regional Chapter 22

By Lloyd Teran, Coordinator

Our fourth annual Father's Day gathering was held at the Newport Motor Car Festival at Portsmouth Abbey on June 17. Chapter 22 sponsors the DeLorean class in this renowned classic car meet. We held a mini products fair with DeLorean products and parts for members. Every year our luck has held out with absolutely beautiful weather. The variety and quality of automobiles displayed was awesome! We brought out the polishing tools and were judged for the finest example of an **original** DeLorean and prizes were awarded to First Place Winner, Ed Neiberger, and Second Place Winner, Bob Longuemare.

The Eastern Regional Run One weekend in Pennsylvania was an event to be remembered and we will plan another next year.

Back to the Future opened at the Boston Cheri featuring the trilogy of I,II, III. Three members appeared with their Gullwings displayed outside the theater. Dick Crawford sat through all three movies and didn't get home until 1:00am. Loves to see those DeLoreans fly!

Area Regional Chapter 12

By Mary Lou Knudson

The picturesque Scandinavian community of Solvang, California will be the hub of our chapter's holiday event from November 30 - December 2. The village, decked out in its holiday finest will welcome members from all over California, Nevada, Arizona, Washington and Oregon with a parade down the main street of the town. Other activities will include a Low Tech DeLorean Seminar, Scandinavian folk dancers, a DeLorean memorabilia exposition, a tour of the Santa Ynez Valley and wine country, tours of a miniature horse ranch and a Danish Heritage museum, a people's choice concours and numerous other goodies. This will be a wonderful spot for the holiday too.

Two Year Term for Directors Approved

By Phyllis Balderston, Secretary

By a vote of 308 "yes" to 14 "no", with one vote being blank, the membership committee has approved a change in the term of office for members of the Board of Directors from one year to two.

Accordingly, the initial sentence of Article VIII, Section 8.2, of the Bylaws of the Association now reads as follows:

> "Election for the position of Director shall be held every second year according to the procedure described in Article VIII."

Article IX, Section 9.2, now reads:

> "Election for the position of Director shall be held every second year."

The vote and the amendment to Article VIII were certified by the Board of Directors at their meeting on July 1, 1990.

We want to thank everyone who responded. The cards came from all over the United States as well as Canada, Great Britain, France, Germany and Switzerland. Several of you added comments and suggestions. All your thoughts are appreciated and welcome.

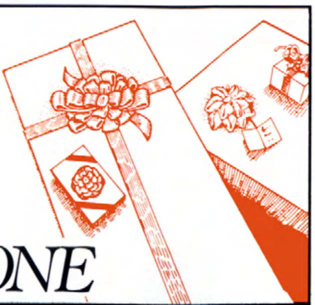
DeLorean World

1990-91 Closing Dates

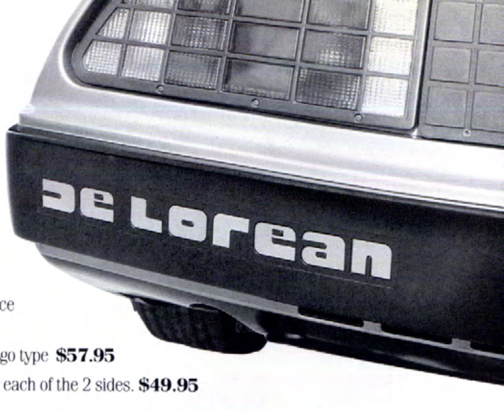
Submissions: Advertising, Manuscripts, Photographs

Issue	Closing Date
Winter '90	Oct. 1
Spring '91	Jan. 1
Summer '91	April 1
Fall '91	July 1

DELOREAN ONE
GIFTS AND ACCESSORIES



Stainless Steel Personalized Accents

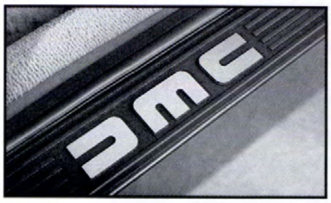


Add a touch of individuality to your Delorean. These letters are quality hand-brushed stainless steel, not the cheap plastic imitations you may have seen advertised elsewhere. Our stainless letters include a "lifetime" adhesive backing. If a letter comes loose, we'll replace the whole set free of charge.

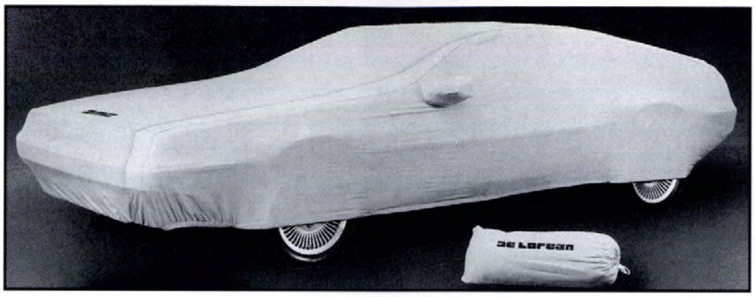
DDL134 Rear Bumper DeLorean logo type **$57.95**

DDMC12 Tread plate DMC logo for each of the 2 sides. **$49.95**

(shipping $4.00)



Premium DeLorean Cover



Don't cover your car with anything else. This custom tailored cover fits your DeLorean like a glove and protects it from the elements. Includes a convenient tote bag.

D1000010 (Poly-cotton with factory logos) **$139.50**

D6000010 (Techlon water resistant cover Not waterproof, but as resistant as we can get in a medium price cover) **$159.50**

(shipping $7.50)

Car Cover Wind and Theft Guard

Designed to protect your car cover from high winds and theft. Includes a plastic covered, super strong cable and a rugged padlock. Guards are sold only with the car covers.

D100001 (Locking Guard) **$12.50**

Hi-Tech Sport Glasses

Dramatically styled frames with high impact, black matte metal finish. The perfect touring glasses.

Available with original DMC or new Team DeLorean logo.

DTF118 (Team DeLorean logo) **$24.95**

DFF120 (DMC logo) **$24.95**

(shipping $4.50)

Original Equipment Design Floor Mats

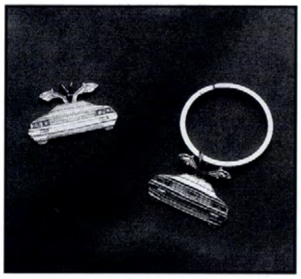
These mats are a handsome as they are practical. They protect your carpeting while adding an elegant finishing touch to your interior. Made of heavy duty, stain resistant nylon, they include the famous DMC monogram in the correct size and location as designed and authorized by the factory.

D600020 (Black) **$74.35**

D600019 (Grey) **$74.35**

(shipping $8.00)

14k Gold Pendant with Diamond Headlights and Sterling Silver Key Holder



Elegant, custom designed jewelry for the discriminating DeLorean owner. Display your pride of ownership in the most beautiful way.

D60161B (Gold pendant with diamond headlights) **$273.50**

D60151A (Sterling Silver Key Holder) **$47.95**

(shipping and insurance $5.75)

No sweat sweatshirts!

DeLorean
DELOREAN ONE
Wing it?

There are all kinds of sweatshirts. Most of them fade even after the first washing. And, that Extra Large you bought ends up fitting your hampster beautifully.

Well, now you can stop wasting money on disposable clothes because our sweats are unconditionally guaranteed to hold their color and their size or your money back.

The rubberized, dense-coat printing and super thick, non-shrink fabric team up to make these shirts all but indestructible!

Your Choice only $27.50 each

D6SS141 WING IT SWEATSHIRT (Red and black on white DeLorean One Team DeLorean logo on back)

D6SS142 TEAM DELOREAN SWEATSHIRT (White and Red on black Team DeLorean logo and script on left breast Team DeLorean script right sleeve DeLorean One Team DeLorean logo on back)

D6SS143 DELOREAN LOGOTYPE W/CAR SWEATSHIRT (Black and silver on white)

D6SS144 COLLECTORS SET OF ALL 3 SWEATSHIRTS **$78.00**

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This extraordinarily detailed pewter miniature makes an excellent conversation piece on the executive's desk. 4-1/2″ long, you can even see the stitching on the seats.

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D600100 (Set of 2 in Silver Grey) **$436.68**

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Heavy gauge steel is porcelain glazed just like the cities use. Great for the garage, office, driveway, you name it. 12" x 18" - red and white sign.

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(FROM PAGE 23)

way in Long Pond, Pennsylvania...687 miles away.

Tuesday, April 17:

Wooosh... we arrive at Pocono Raceway at 9:11 am and Stephen prepares to assault the Autocross in true British fashion...steel-eyed determination and a lead foot on the accelerator. He finishes 13 seconds behind the fastest car on the course! Fastest is a 1990 Archer Brothers race-prepared, Eagle Talon 4 wheel drive turbo. After they change to their racing tires, top off their tank with high octane aircraft fuel and pump-up their turbo boost with their manual adjustment, they only beat us by 13 seconds!

(The Eagle Talon finished 11 places behind us in the overall final race results. *So much for speed only.*)

Winding down from Pocono, we cruise into New York City toward the Childrens Hospital. We're accompanied by some of the more exotic entries again, including Benihana Restaurant's famed sportsman, Rocky Aoki, in his 1982 stretch Corvette limousine.

The Raddison Hotel/Newark is our only major stop where we have a 16 hour lay-over until we start the second half of the race towards home. Hot food without paper napkins and styrofoam containers is the ultimate luxury after 4 straight days on the road. As usual, the Concierge Level service is impeccable and just imagine coffee in a china cup and saucer with a silver spoon. *There isn't a Golden Arch in sight!*

CONTINUED ON PAGE 29

Taking the climb...

Team DeLorean next to Benihana's stretch Corvette. Participants are removing excess weight from the cars before the Chimney Rock ascent.

DeLorean Gold

Give a gift or own your own.

14kt gold charm: Limited edition, (1/2 oz., 1 inch long). Finely detailed, moving wheels. Only 150 made, all numbered.

☐ Key chain	$350.00 each
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Also available:

☐ Limited edition 14 kt gold insignia ring	$375.00 each
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This will be the party of the decade – three days of nonstop action at DeLorean Expo 91!

The luxurious and spectacular Tropicana Resort in Las Vegas will be the hub of our festivities.

Here are just a few of the developing plans:

- DeLorean Concours of the Decade
- Ten years of DeLorean Memorabilia Display
- Day-Long Chapter Workshop
- Mountain Rallye
- Poolside Tropical Luau
- Raffles, Presents, Trophies
- Banquets, Programs
- Vegas Shows
- Casino Hopping
- Gaming School
- Plus, the biggest surprise of all!

DELOREAN EXPO 91

THE DELOREAN DECADE

LAS VEGAS TROPICANA

SEPTEMBER 26-29, 1991

DELOREAN OWNERS ASSOCIATION

(FROM PAGE 27)

Wednesday, April 18: It's 7:11am. Stephen and I are on our way out of Newark heading for Childrens Hospital in Washington, D.C.

After the hospital stop, we head out of Washington towards Friendsville, Maryland (just try to find Friendsville in your common Road Atlas) for the start of the "Blue Gray 100 Rallye."

We come out o.k. in the rallye. But we lose ground so we're now in 14th place overall. Friendsville was not very friendly to us!

After we finish this section, we have 5 1/2 hours to go 270 miles to Independence, Virginia. Once again, we have to take one of those famous or should I say, infamous Polaroid shots in front of another bank clock at no later than 1:41 am. A piece of cake? Not quite. On these back roads, an oxcart would be speeding,

INDIANAPOLIS RACEWAY PARK
THE PERFORMANCE PEOPLE
Budweiser
HOT RODDING
MOROSO
Oldsmobile
Firestone
CENTER LINE
Motorcraft QUALITY PARTS
Winston Drag Racing
Winston Drag Racing
CHAMPIONSHIP NHRA DRAG RACING
Winston Drag Racing

Now it was my turn to run our factory original DeLorean against the big, high-performance cars... at the Indianapolis drag strip.

"The DeLorean has proven itself to be a very tough competitor..."

Thursday, April 19:
We make it! And without a second to spare. Snap...we're on our way to Boone, North Carolina.

"Oh! Oh!" Just as I'm settling back into my seat and letting the blood rush back into my knuckles, Stephen alerts me to the fact that we have made our checkpoint on time but we don't have enough gasoline left to get to Boone, 69 miles away.

You can see the tears glistening in my eyes by the ever-brightening "low fuel" light on the dash.

Then it happens! Just as we enter Jefferson, North Carolina, lurking in the shadows, is a full grown, completely awake and alert "B'ar." A "Smokey B'ar" that is!

You'll never know how happy Stephen and I were to meet Officer Rick Sexton of the Jefferson Police Department. One thing we know for sure, Officer Sexton isn't going to give us a speeding ticket. We don't have enough fuel to get up to 20mph even if Stephen floors it.

Officer Sexton contacts Officer Earnest South of the West Jefferson Police Department and makes arrangements for him to meet us at a closed gas station where the officers have the keys to fill their police vehicles.

They let us fill our DeLorean right up to the top. We put 13.1 gallons into our 13.3 gallon tank! We pay for the gasoline and promise the officers that we will stay within the speed limit (while we're in their jurisdiction).

All joking aside, these officers really went out of their way to help. If it were not for them, we would have never been able to catch up with the rest of the cars because we would have lost 6 hours waiting for the gas stations to open. Our sincere thanks go out to Officers Sexton and South of the Jefferson and West Jefferson Police departments for their considerate hospitality.

Fortunately, we don't have to be in Boone by any certain time, but we have to show that we were there by taking another Polaroid of our car. This one is in front of a sign that says "Toyota of Boone." It is late and I'm tired so our car is photographed under a segment of the sign that read "yota of Boo." (I don't think they penalized me for that little mistake.)

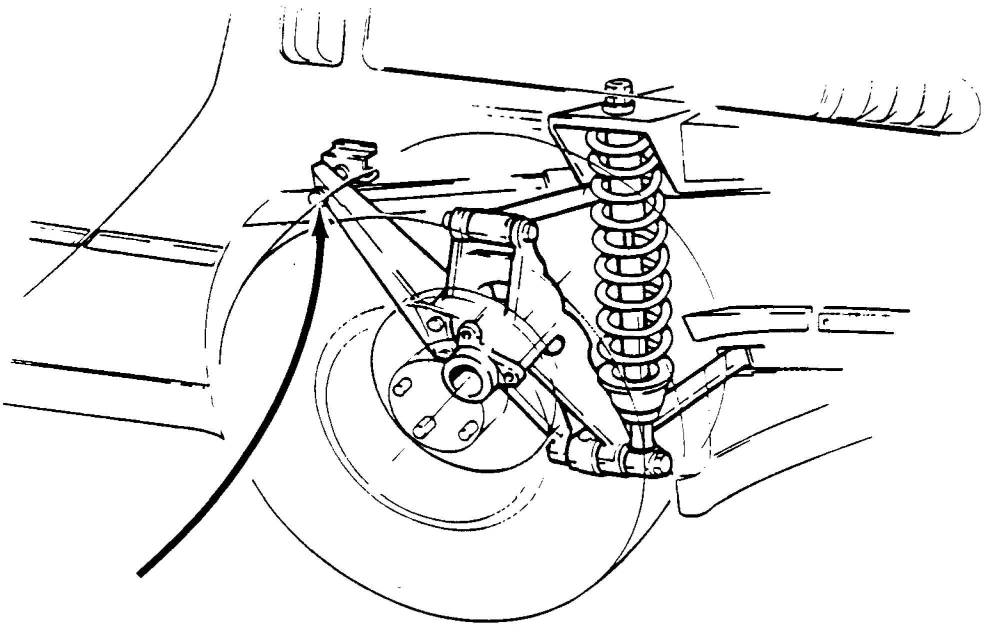
Just to give you an idea of how tired we are by now, our course instructions require us to stop at Tony's Texaco, north of Marion, North Carolina. Stephen and I both miss the station as we pass it at 4:45am even though there are 25 race cars in the parking lot. 14 miles and 26 minutes later, we're back at the gas station with just enough time to grab a cup of black coffee, snap our Polaroid of Tony's "One Lap" clock, and get back on the road to Chimney Rock, North Carolina.

When we arrive at Chimney Rock, the park rangers serve us hot coffee and donuts. They also have a special chip-

(CONTINUED ON PAGE 32)

TORQUING TRAILING ARMS

By Bruce Benson,
Chapter 3 Coordinator



REAR SUSPENSION GENERAL DESCRIPTION

The rear suspension is a fully independent type with a radius arm (trailing), upper and lower links and a rear hub carrier. Telescopic shock absorbers, secured to the chassis frame at the absorbers upper end and to the rear hub carrier and the absorbers lower end, are positioned through the coil springs.

The rear hub carrier is attached to the chassis frame with upper and lower links as well as the radius arm.

Rear suspension toe-in is achieved by shimming the radius arm at its frame attaching location.

It's the end of a tough week and you've unwound on this sunny Saturday morning by polishing that seductive DeLorean parked in your garage. While the polishing went on you reviewed all of the errands (a.k.a. excuses) that require driving your DeLorean. It's amazing that it is always the store on the most interesting section of road that carries your needs.

Your ego swells as heads turn to admire this freshly polished work of art twisting through the turns. The feel of the thick leather steering wheel and tight suspension re-enforce the confidence you have in this car.

This scenario is a common feeling many of us have about our DeLoreans. But is our confidence based on the knowledge that all is right with the suspension or is it a false security enhanced by the fresh polish job? You can rest assured that the gang at Lotus did their homework and if all is as they designed, you can be confident. If you or your mechanic did not do any homework, there could be some concerns that bear following up.

When referring to chassis fasteners, as in the DeLorean chassis, the primary areas of concern are the rear trailing arm bolts. Failure of these

CONTINUED ON PAGE 34

30,000 MILE SERVICE
OR
MAJOR MAINTENANCE

By Stephen Wynne
DeLorean One, Houston, Texas

A common question on the DeLorean One tech hotline concerns the co-incidence of the odometer turning 30,000 and the appearance of a yellow light on the dash with the cryptic message, "lambda". "What does it mean?" "What does it do to the car?" "What do I do to make it go out?" Rest easy. The light will not shut the car down nor cause a hoard of fraternity boys to attempt repossession. It is merely a service reminder. Federal law requires that manufacturers guarantee the legal efficiency of the emission system for 50,000 miles. The light, triggered by an independent service interval counter which is in series with the speedometer, warns the owner that maintenance designed to insure emissions compliance and preserve original performance is in order.

This major, or "D" service consists of two sections: That which is mandatory and involves replacement of some parts and the adjustment of others; and checks made on the operation and condition of whole car.

First, the mandatory part:

1) Replace the oxygen (lambda) sensor.
2) Replace the air, oil, and fuel filters.
3) Replace the spark plugs and wires, the distributor cap and rotor.
4) Adjust the valve lash.
5) Replace the two drive belts.
6) Replace the engine oil and transaxle lubricant-clean the oil filler cap – lubricate the chassis.
7) Drain and refill coolant, pressure test and bleed cooling system.
8) Replace fluid, filter, filter gasket and pan gasket on cars with automatic transmission.
9) Adjust ignition timing.
10) Reset CO and HC levels if necessary.

THE SAFETY AND PERFORMANCE INSPECTION STARTS WITH A TEST DRIVE

At DeLorean One this is done in order to evaluate the operation of the complete vehicle. These things are checked during the first road test.

1) The operation of the cooling system running temperature and fan engagement.
2) The operation of the brakes. Note the presence of fade, pulsation, pull or noise.
3) The operation of the transmission smoothness and quality of selection, free play in lever. Note the manner and number of shifts in an automatic transmission.
4) The operation of the clutch - smooth and quiet.
5) The operation of the suspension and steering-free play or noise in the steering, wandering or roughness inside, clunks or howls from the bearings.
6) The general operation of the engine. Note the presence of smoke or exhaust noise, roughness or lack of power.
7) The operation of the lights - high/low beams, turn and hazard flashers, backup lights, horn, windshield washer and wipers.
8) See that the indications and operation of all the instruments and warning lights are proper.
9) The operation of the heating and air conditioning system - temperature, airflow and operation of windshield defog.
10) The operation of the electric door locks and electric windows.
11) Check operation of the speedometer.

UNDERNEATH, WHILE THE CAR IS ON A HOIST:

1) Check for the installation of a front-end safety campaign kit.
2) Remove the wheels and check brakepad thickness, rotor condition and wear. Rotor thickness (minimum 11.7mm) each:

   Left Front________ Right Front_________

   Left Rear________ Right Rear __________

3) Check rack and pinion, boots, upper and lower ball joints, tie rod ends and steering universal joints.
4) Inspect cool fan motors and connections.
5) Check shifter linkage and pivot bolts.
6) Check and tighten trailing arm bolts, shims, mounts and battery ground.
7) Check engine mounts.
8) Check for power train leaks, ie. engine and transmission.
9) Inspect condition of coolant hoses and radiator.
10) Check brake master and clutch master cylinders.
11) Check front and rear suspension bushings for wear.
12) Check front and rear shock absorbers.
13) Check tires for correct wear pattern and correct pressure.
14) Check all four axle boots for tears or cracks.
15) Check ground connections at motor mounts and trailing arm bolt mounts.
16) Check air conditioning hoses for leaks.
17) Lubricate angle drive.
18) Check alternator.

   Motorola_________Ducellier__________

INSIDE PASSENGER COMPARTMENT

1) Check hood release cable at handle.
2) Check inertia switch for update.
3) Check brake and clutch linkage pivot pins.
4) Check pedal pads.
5) Check operation of both seat belts
6) Check seat adjusters.
7) Check interior light operation and delay.
8) Check glove box light and latch.
9) Check relay compartment for update.
10) Check fuse box including removing each fuse and cleaning contacts.
11) Check operation of electric radio antenna.
12) Check headliner for sagging or stains.
13) Check operation of electric door mirrors left and right.
14) Check operation of door lights on door.
15) Check for dash fade and cracked binnacle.
16) Check seat leather for cracks and tears.

IN THE LUGGAGE COMPARTMENT

1) Check brake fluid level.
2) Check clutch fluid level.
3) Check tension on body bolts.

CONTINUED ON PAGE 34

(FROM PAGE 29)

proof, spill-proof coffee cup with their park logo on the side for $2.50. Since I had managed to spill coffee on 6 clean, Team DeLorean sweatshirts from the start of the race, I thought this was a wise investment.

The steep Chimney Rock road is my challenge. I check with Stephen for some last minute tips on how to drive it. He suggests I put the car into 2nd gear and go as fast as I can. He also suggests not going off the cliff because they will probably assess us penalty points and we didn't want to fall any further behind. Great partner!!!

The starter shouts "Go!" The beginning isn't so bad, but as I get closer to the top it seems that the switchbacks are more like 180 degree turns.

The DeLorean handles fantastically on the road up to Chimney Rock. Its low center of gravity and rear engine gives a confident bite into the road as I accelerate into the tight turns.

However, the long, pink, 1990 D'Bardia Limousine with the high performance engine slams into the side of the rocky faced cliff while executing a sharp turn near the top of the run. Pink metal fragments fly everywhere. Fortunately, no one is hurt.

On the other hand, we did fine. Our 8th place finish moved us up to 13th place overall...ahead of the 1990 Pontiac Turbo Grand Prix STE driven by Dr. Stephen A. Brown of West Hartford, Connecticut. Dr. Brown is a 5 year veteran of "One Lap" competition and co-founder of the "One Lap for Kids" cancer charities.

From Chimney Rock, we press on towards the 4639 mile marker of our automotive odyssey near Braselton, Georgia and the sweeping, serpentine intersections of the Road Atlanta Raceway.

Stephen's skilled, aggressive driving at Road Atlanta moves us up to 12th place in the overall original field of 34 cars. His consistent laps also move us 3 places ahead of the 1990 Chevrolet Beretta GTZ which we had trailed at the end of the last two sections.

From Road Atlanta, the next 85 miles are just a hop, skip and a jump across town to the 4 story, high-banked track at the Atlanta International Raceway.

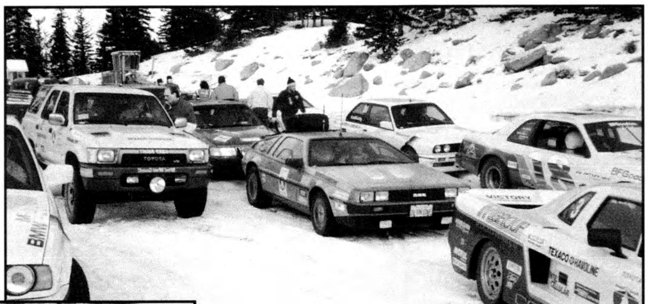
From the pit level, the top of the raceway's banks look awesome! Jeff Gerken, the BMW Team Captain and professional race car driver gives us some tips on how to drive the track. "As you begin your ascent toward the apex of the curve, accelerate as much as you can. Whatever you do, DON'T apply the brakes, because the steering will become "squirrely" and the wheel will begin to shake. If you have to slow down, just reduce your foot pressure on the accelerator." Jeff's co-driver and rallye expert Dave Hamren adds, "Keep away from the grey area above the existing black tire tracks. The surface there has loose gravel on it and you could fish-tail into the wall. It's a piece of cake."

"Easy for you ," I think.

Before our participation in "One Lap of America," the highest banked road I'd driven was Sunset Boulevard just outside Beverly Hills at a place called "Dead Man's Curve" where the maximum speed limit was 35mph. Once I'd ripped into it at a *mean 42mph.*

As I descend the high Atlanta Raceway bank toward the straightaway, I press the accelerator pedal all the way to the floor. Don't ask me how fast I was going, because I didn't look at the speedometer. I figure that the control booth personnel are clocking my speed. I'm not about to take my eyes off the track ahead and the pylons are not that far away at over

Special guests checking out Team DeLorean's entry at NYU Children's Hospital, New York City.



Entrants lining up before descent from Pike's Peak, elevation 10,900 ft. level (snow equipment in the background cleared roads just before racers arrived).

TOYOTA
LAP OF AMERICA

JOHN TRUSCOTT

The many facets of Team DeLorean.

100mph. As I approach the slalom, I slow the streaking DeLorean to a controlled speed and slip through. It seems my run is pretty good but the experienced drivers make my time look like I was standing still.

Well, I guess it's back to "Dead Man's Curve" for me.

After we leave Atlanta International, the "One Lap" course directs us to the famed Talladega Super Speedway in Alabama. But this time we're permitted to simply browse through the International Motorsports Hall of Fame, eat and fill our gasoline tanks before preparing to head out at 8:36pm in the direction of Houston.

As I browse, I find a DeLorean on display with its doors wide open and a plaque beside it with its history and statistical data. (None of the otherdrivers had a car like the one they were driving on display in the International Motorsports Hall of Fame.)

Thursday, April 19:

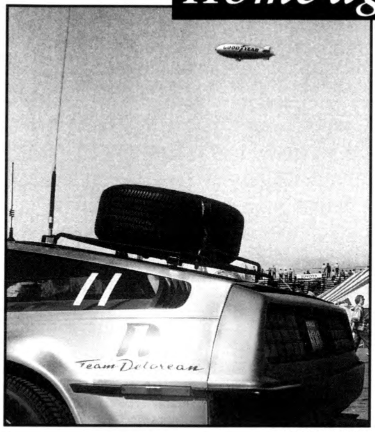
It's 8:37pm and we're off to Houston, Texas We've been on the road now for about a minute and the lid comes off my Chimney Rock spill-proof coffee cup, making the front of my clean, white "Wing It" sweatshirt look like a floating DeLorean going over a brown Niagra Falls! Travel tip: If you're going to drink coffee in your DeLorean while driving , wear the black "Team DeLorean" sweatshirt, not the white "Wing-it"!

Friday, April 20:

We're in Lafayette,Louisiana and it's about 4:30 in the morning. I'm driving and I'm incredibly tired. "Ed, where are you?" a crackling voice asks over the CB radio. Before I have a chance to pick up the microphone, Stephen awakens and asks, "What's that?" Again the voice inquires, "Ed, where are you?" I tell Stephen, "It's the Yuppies."

"Where are THEY?" Stephen asks as we follow a white car ahead of us down a back street in Lafayette.

Home again...



Team DeLorean finishing One Lap of America and driving the race circuit the day of the Grand Prix in Long Beach, CA under the watchful eye of the Goodyear blimp.

KAY MYHRE

"In front of us," I reply confidently.

"That's not their car," Stephen barks. "That's a Chevy Citation."

"Well it's white," I say.

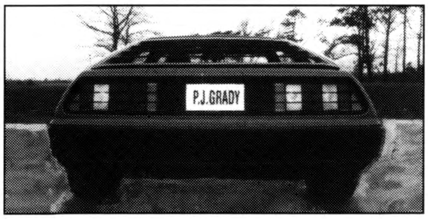
Stephen feels that it is time for him to get behind the wheel before I end up in Miami on our way to Houston.

When we arrive in Houston, we're able to maintain our 12th place

(CONTINUED ON PAGE 35)

EXCLUSIVE

Look Familiar?



Many DeLoreans develop chronic, inconsistent operation of brake and tail lamp lights. Sometimes they work, sometimes not. Repairing the faulty circuit boards doesn't always work and original replacements are no longer available.

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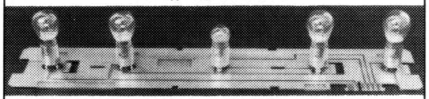

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TRAILING ARMS *(FROM PAGE 30)*

bolts pose the most serious safety related item on your car. If you've been a reader of DELOREAN WORLD for the last few years you'll remember Bill Johnson's account of his trailing arm dropping to the pavement at high speed and almost catapulting his car into the next lane. What caused that accident could have been prevented by a simple regular inspection keeping in mind a few basic rules.

A fastener (a bolt in this case) has what's known as a yield point. This is the point of distortion (twisting and stretching) that is its elastic limit. Distortion at, or below, that point won't be permanent. When the bolt is loosened, it will cause permanent distortion, weakness and ultimate failure. Most automotive companies set their torque specs considerably below this yield point, say 40% to 50% of yield, because they know there are backyard mechanics out there who do not own a torque wrench and never consider torque specifications.

Many times extra fasteners are used in order to loosen up torque specifications. Where adherence to tight tolerances can be held, specs may be closer to yield, such as in the aircraft industry. Automobiles are subject to all types of service, including backyard mechanics, and liability factors must be considered. An aircraft mechanic or technician diligently adheres to specifications while the young fellow at the tire shop will, more times than not, use an impact wrench instead of a torque wrench to tighten lug nuts. As a result most cars use 4, 5 and even 6 lugs tightened to 40% of yield rather than 3 tightened to within 5 or 10% of yield.

The DeLorean is no different than other cars in regards to the fasteners that hold it together, with the exception of the trailing arm bolts (a.k.a. radius arm bolts). It just was not physically possible to use more fasteners on this unusual suspension design because the trailing arm must rotate around the bolt (just a few degrees) as the suspension moves through its range of travel. Therefore, all rules in chassis assembly are very critical in this case, including length, and tensile strength of the bolt along with the torque specification itself.

> ***"you can rest assured that the gang at Lotus did their homework..."***

The bolt is an m12 x 19 that is coated with zinc plus iridescent chromate. This means it has significantly better resistance to white corrosion than bare zinc and it will resist a 72 hour salt spray. Its tensile strength is about 27 on the Rockwell scale.

All this data means if torqued to the specified 75 ft. lbs (55mm), it will be flexible enough to absorb normal loads and will bend instead of break with abnormal shock. If you feel another bolt with different strength qualities is better, you should have the above specifications in mind when choosing that bolt. In my opinion the factory bolt is adequate.

Look at the trailing arm pivot point and compare it with the opposite end of the arm at the rear suspension carrier. You will notice the upper and lower links (from the carrier to the frame) are designed to move in a perpendicular manner while the other end of the arm must pivot around the trailing arm bolt. There is an obvious conflict between the two ends of the trailing arm, and it's up to the rubber bushing at the various mounting points to absorb these conflicting movements. Any form of re-enforcement added to the trailing arm bolt had better allow for the bushings to remain flexible enough to absorb the conflicting movements, or you'll be shortening the life of the rubber bushings and possibly distorting various suspension parts.

There certainly are better suspension designs, but with Colin Chapman's fixation on this particular type of frame, the choices are limited and the Chapman strut type using the single trailing arm, with proper maintenance, is really quite good for overcoming the pendulum effect of the rear engine.

I recommend getting under your car every 10,000 miles and loosening the trailing arm bolts enough to turn them one revolution. While you are turning them, watch very closely for any sign of them being bent. If they are, replace them. If not, re-torque them to 75 ft. lbs. Also check the small bolts that hold the trailing arm bushing to the frame. They should be torqued to 22 ft.lbs (16mm). When you are looking at the trailing arm bolts you'll notice several spacer shims between the frame and the arm. This is the manner in which the rear suspension is aligned, and if you make note of how many are used on either side of your car, it may save you some time and a few dollars down the road. If you ever notice any missing and you are not replacing any suspension components, you can restore the rear alignment by replacing the original number of shims.

If you follow these simple precautions, your trailing arm concerns can be filed away for the next 10,000 miles.

30,000 MILE *(FROM PAGE 31)*

4) Check windshield washer fluid level.
5) Check hood latch and cable end for fraying.
6) Check spare tire condition and pressure.
7) Remove fuel pump access cover and inspect fuel pump cover seal, sealing ring and check for updated fuel pump.
8) Check operation of trunk compartment light.
9) Operation of hood struts.
10) Check hood seal.

ENGINE COMPARTMENT

1) Check louvre for cracks, operation of struts and latch.
2) Check engine cover for cracks, operation of support and latch.
3) Check engine cover grills, retainers and body bolts.
4) Check muffler and catalytic converter heat shields.
5) Check right hand upper muffler mount.
6) Check condition of header bottle.

EXTERIOR OF CAR

1) Condition of rubber around doors including roof seals.
2) Operation of door struts.
3) Check condition of all body moldings.
4) Check condition of paint on front and rear facias.
5) Inspect stainless steel for any dents.
6) Check condition of glass.
7) Inspect windshield wipers
8) Check for seat belt anchor covers

ABOUT THE AUTHOR

Stephen Wynne

Stephen, co-owner of DeLorean One, hails from Liverpool, England where he was trained in automobile technology.

His first venture in this country was the highly successful Cars of Distinction which specializes in servicing European cars. At the time, it also serviced a few DeLoreans.

Stephen met Ed Bernstein while participating in an Association event and shortly thereafter sold Cars of Distinction to form DeLorean One.

He lives with his wife Elaine and two children in Houston where he manages the Texas branch of the company.

(FROM PAGE 29)

overall position on through the drag strip competition.

We're feeling quite confident now that we can move up to the top 10 in the race as we traverse the 1003 miles from Houston to Colorado Springs, Colorado and the beginning of the Pikes Peak Hillclimb.

Saturday, April 21:

It's about 7:15am when we make the turn at a sign that points to the North Pole, Santa's Workshop and Pike's Peak.

Since we're a little early, I stroll over to Santa's workshop to see if Mrs. Claus has put on the coffee pot.

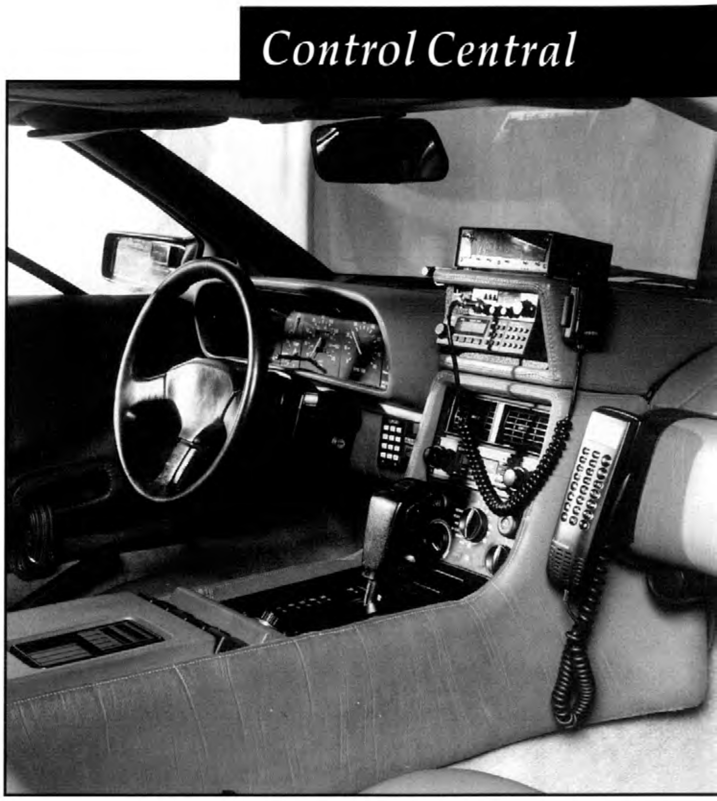
As I walk through the door, a bell attached to a spring announces my arrival and a jolly old fellow with red cheeks and snow-white hair is putting price stickers on a new shipment of toys still in the shipping containers from Taiwan. My heart sinks. An entire, life-long image of Santa building toys for boys and girls is immediately destroyed then and there!

At that very moment, from around a large shelf of toy boxes, balls and blocks appears one of Santa's helpers. "How do I look?" he asks, wearing a furry Daniel Boone cap complete with a striped raccoon tail hanging down the back.

That angelic smile doesn't fool me for a minute. It isn't one of Santa's helpers...it's Dan Starc, one of the "Yuppies from Hell!"

"Christmas shopping in April?" I ask. "No," replies Dan. "Just looking for something to tone down our high profile image."

Back home in Long Beach.



Control Central

Cockpit of Team DeLorean's entry into the Cannonball One Lap of America: moblie telephone, FAX machine, CB radio, 3 phase radar detector, police scanner, digital rallye clock and video camera TV monitor.

15 minutes later, as we line up to start the hillclimb, the doors of the 1991 BMW M-5 fly open and out jump the "Yuppies", raccoon tails flying in the wind as they line-up next to their car for a picture..."Tone down their image?"

8:36am, the green flag lifts and Stephen and I are off on the 11.43 mile section of the super steep Pikes Peak Hillclimb. We've set Jon Spurlin's clock to each of the 15 mile location points along the way. We've figured in the correction factor on our odometer. We're going to "0" out this rallye "right on the button"!

DISASTER STRIKES! About half way up the road, at mile 5.25, we are right on time but the course becomes a sheet of ice and we have to slow down to keep from plunging off the peak. As Stephen tries to accelerate, the rear wheels spin furiously, throwing off our odometer check and leaving us only Jon's clock ticking backward!

Our little 135 horsepower engine is screaming for oxygen in this high altitude trying to give us more power and speed. Stephen floors the accelerator, but nothing happens...we've lost our momentum on the ice and our power is failing. We slip back.

The Toyota four wheel drive, 4 Runner (the #12 vehicle in the race, which left the starting line one minute after we did) is overtaking us so we have to stay to the right to let him pass. I guess the DeLorean Motor Company didn't think 4 wheel drive was an option to offer on the DeLorean. I didn't think it was either, *until now!*

Nevertheless, we finally make it to the finish line on the Pikes Peak Hillclimb Rallye, 2 minutes and 31 seconds late. At a 1 point penalty for each second, that cost us 151 points and drops us down to 16th place overall! What a disappointment.

With only the Las Vegas Raceway left, our chances of finishing within the top 10 cars is all but lost now.

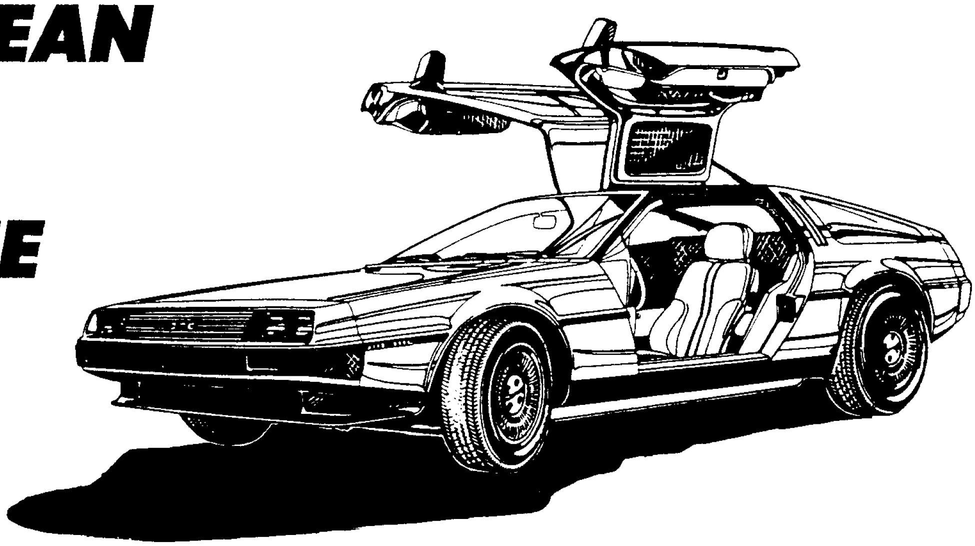
As we approach Las Vegas, Nevada it is about 11:00pm. The night is so clear that you can see the lights of the city 20 miles away. Our friends in the BMW have told us they "know someone" at the Showboat Hotel. A call from their car phone 10 miles away to the Showboat sets into motion a sequence of events that you would expect only from the "Yuppies from Hell"!

Anyone who is familiar with Las Vegas, is aware that on weekends, rooms are usually tough to find, let alone a nice room on short notice. But Steve Waldman, Sales and Marketing Director of the Showboat Hotel comes through for the Yuppies and us.

Our two cars are ushered into valet parking by Steve, himself, where they're left right in front for a fast getaway. We are escorted to the

(CONTINUED ON PAGE 38)

DELOREAN
SALES
SERVICE



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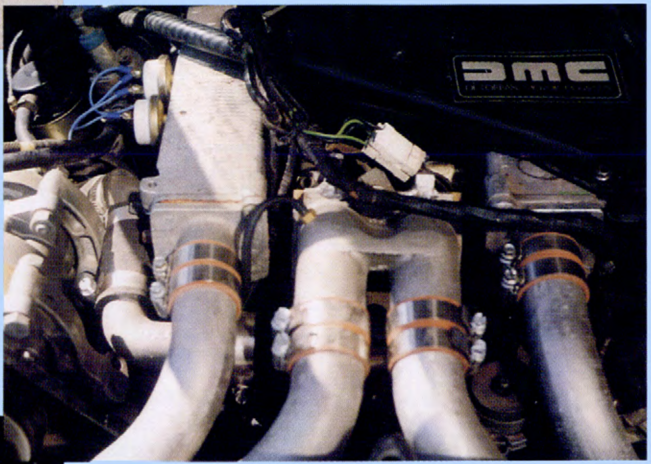

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DeLorean Owners Association members only. $.30 per word. Submit typewritten copy only, accompanied by check.

BIG DOGS *(FROM PAGE 35)*

registration desk and immediately given the key to our rooms. while in our rooms, our food order is given to room service and they tell us that it will be waiting at the table in the restaurant when we are ready. A quick shower and change of clothes gets us into the restaurant at 12:05am. By 12:30am we hand our room keys to the clerk at the desk and we're off to our cars. By 12:40 we're gone!

Our sincere thanks to Steve Waldman of the Showboat Hotel and Casino, for his courteous and attentive service and to Jeff Gerken, Dan Starc and Dave Hamren of the Cunningham 1991 BMW M-5 Team for asking us to be their guests at the hotel.

Sunday, April 22:

It's 1:04am. We check in with "One Lap" personnel at the Las Vegas Raceway. Stephen whips our DeLorean around the track at top speed, taking the curves vertically and skidding into the straightaways flat out. After the dust settles (Stephen sort of slipped off the paved portion of the track on his final lap) he moves us back up to 14th place overall!

We quickly load our gear into the DeLorean and head toward home. The highway across Nevada and California desert is an easy, straight stretch and all drivers seem anxious to reach their final destination and call for a "wrap" to the 1990 "One Lap of America".

As for us, we've decided we're just going to kick-back and let our DeLorean cruise on in toward Los Angeles. It has performed beautifully during the past 8 days, while being tested to the limits in locations where no DeLorean has ever been driven before and who knows, *may never be driven again.*

The "One Lap of America" was Team DeLorean's seventh and certainly most ambitious rallye. In each case, the DeLorean has proven itself to be a very tough competitor as exhibited by just two guys against dozens of professionals and professionally prepared cars.

I'd like to encourage any member who is interested in going rallying with their car, to give me a call at (800)DMC-HELP. We have some interesting information we can send you.

ABOUT THE AUTHOR

Ed Bernstein

If you've ever attended a national event, you've met Ed. However, many of you may not know that before founding DeLorean One with his associate Stephen Wynne, he was a very successful Los Angeles area real estate broker.

After retiring from real estate, he turned his long-time hobby of collecting cars into the largest DeLorean Parts and Service Center in the country, DeLorean One.

As one of the founders of the Association, Ed and his wife Millie remain very active on the Board of Directors in chapter development as well as numerous other activities.

Advertiser's Index

Bernstein, Millie........................24
DeLorean Motor Center... 3
DeLorean One............14, 15, 26, 40
DeLorean Owners Association.......................2, 16, 28
DeLorean Specialities...........7, 8, 9
P.J. Grady................................33
Tufaro, Eugene..........................27
Turbo Manifold.........................39
Wilson Classic Auto...................................36, 37

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The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

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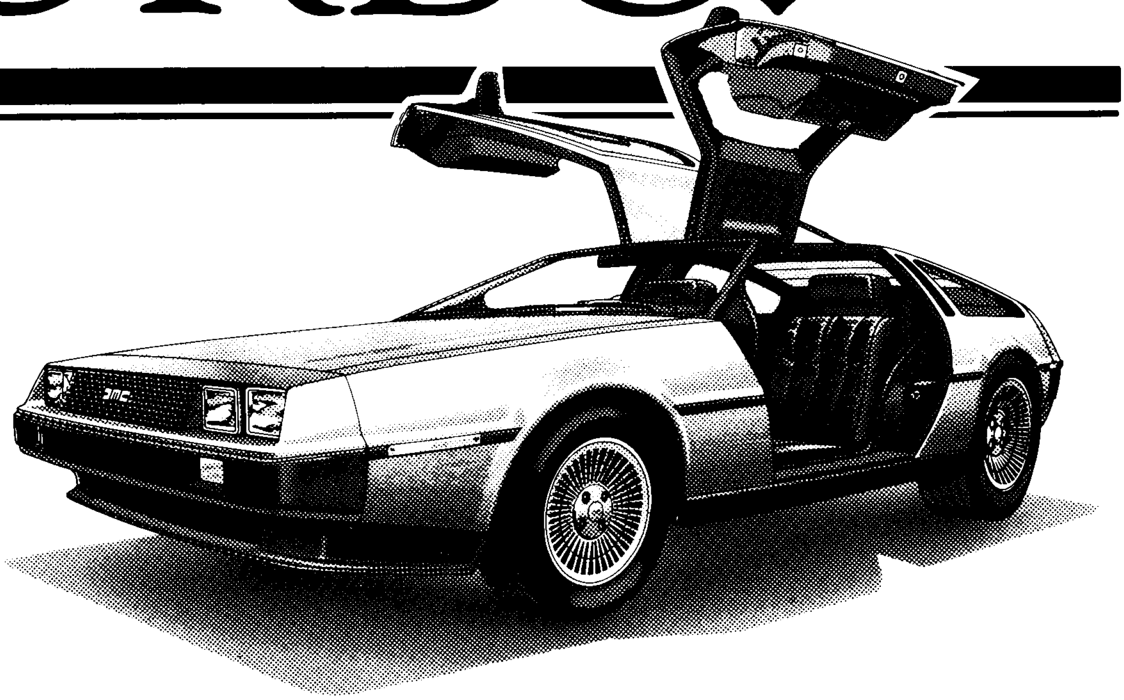

Major Service Kit

Mileage and time are relevant factors used to determine the necessity for a major DeLorean Service.

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